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ISSUE

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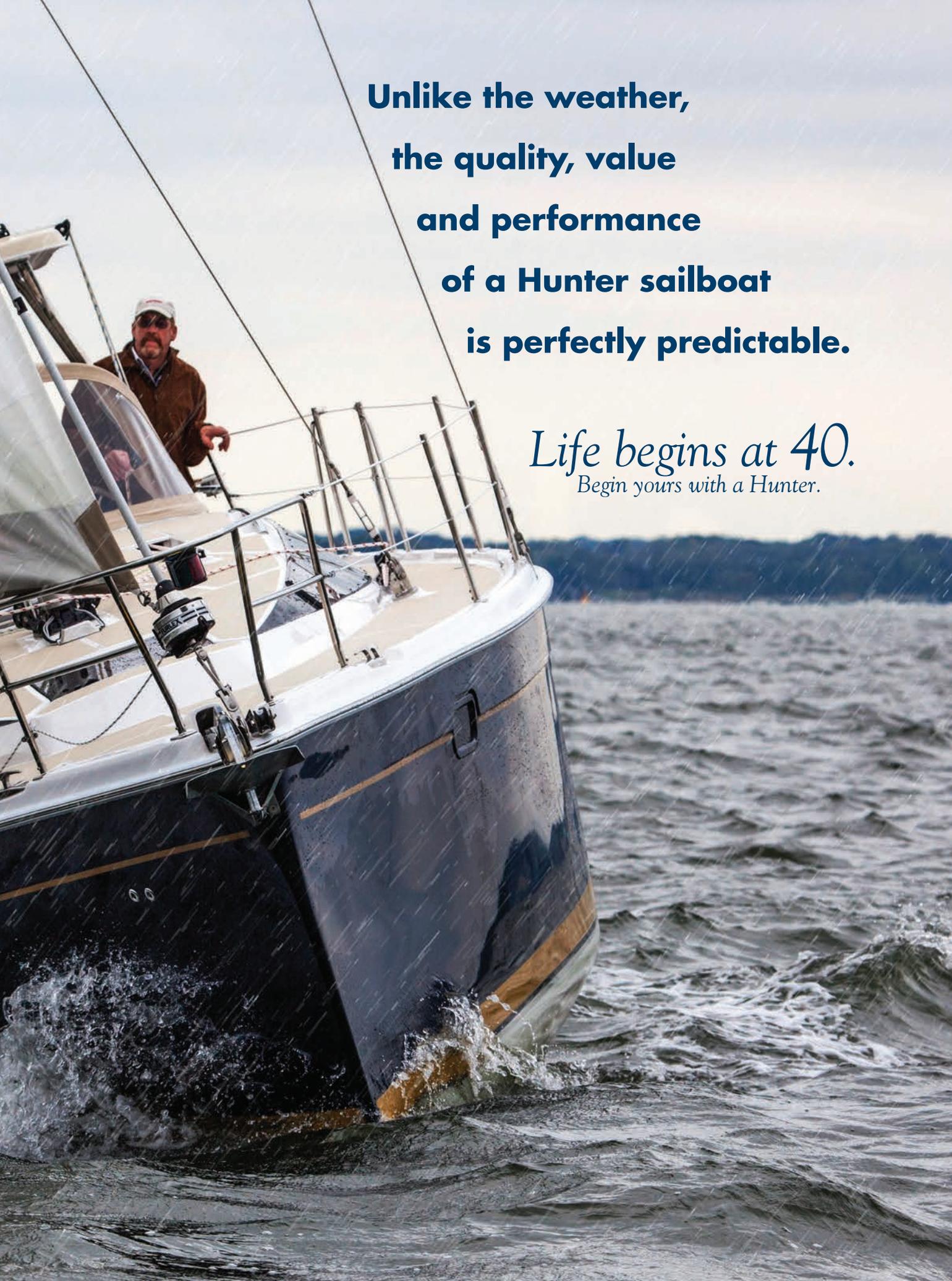
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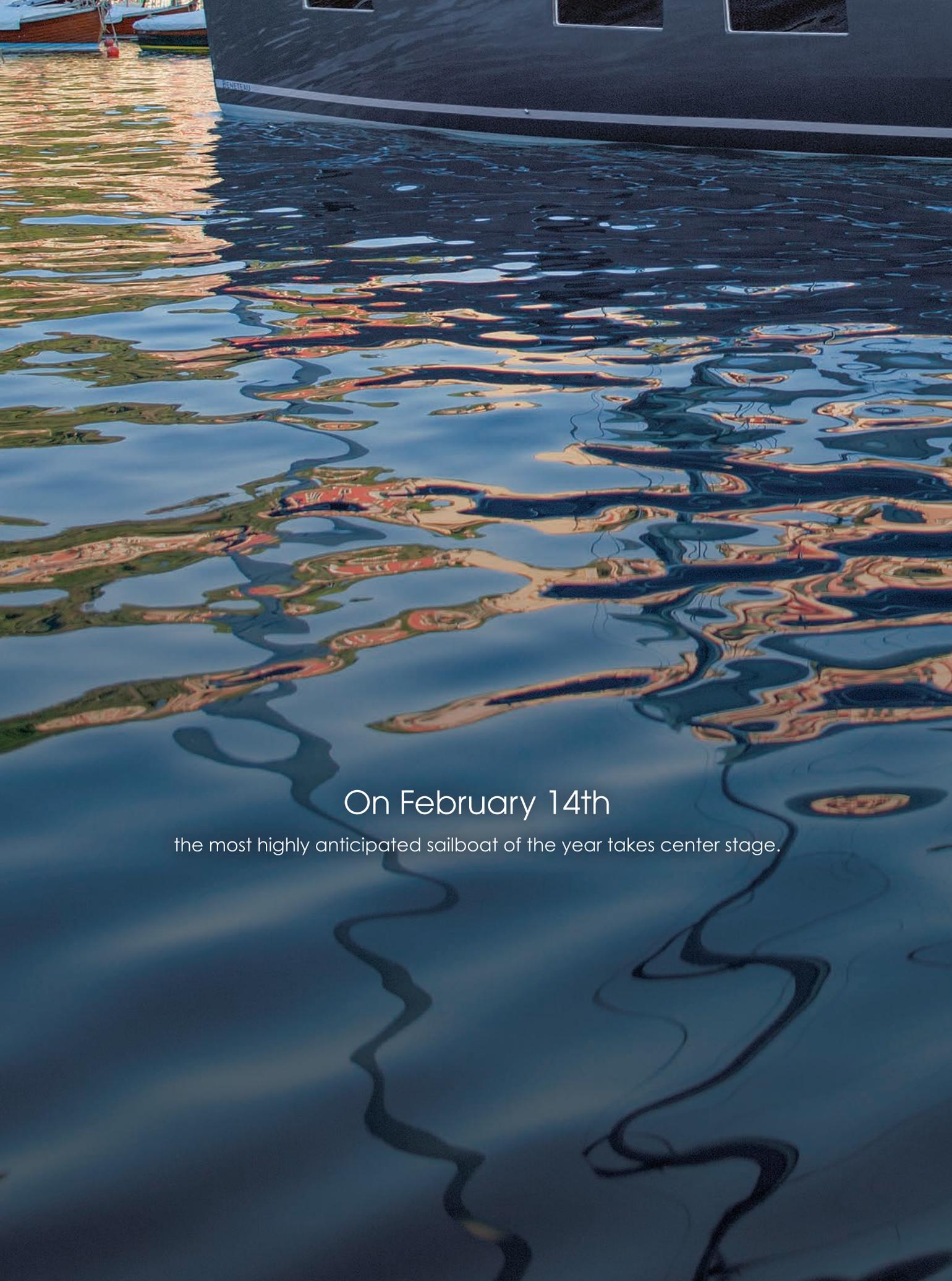


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On the Cover: Sailing excitement...boat show excitement.
Photo by: Jia Condon / iPhotoStockImages.com

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Boat Show Fever!

In the tides of a boater's year, November has to rank as Lower Low Water, wherever you're moored in this wintry country. As I write in the middle of this blasted month, West Coast skies are low and grey, heavy rain is falling, and there are gale warnings for coastal waters. Like most of you, I've covered the boat, cleared out the lockers, changed the engine oil...and started thinking about next season's cruising.

The good news is that by the time you read this, warmer weather will be just a few weeks away, and the surest harbingers of the new season—boat shows—will be upon us. Out west, we're doubly blessed: show season starts with the Seattle Boat Show January 25-February 3, followed immediately by our hometown Vancouver International Boat Show February 7-11. Both combine extensive indoor exhibits with floating shows of sail and power in inviting waterfront venues. What you don't find in the way of the latest boats, gear and services at one show, you'll likely see at the other. And if the sun happens to shine on the docks, how much better can life get?

To feed your boating fever, we've assembled our own "show in print" as the centrepiece of this issue. *Canadian Yachting* editor Andy Adams reports from the Fort Lauderdale International Boat Show (page 38), on a handful of striking new boats, from the versatile Boston Whaler 230 Vantage to the stunning Grand Banks 54 Heritage EU, as well as noteworthy new developments in design and equipment. We have full reviews of three impressive new boats: the Coastal Craft 560 IPS, the Cruisers 45 Cantius and the Hunter 40. Robert Buller, our gear guy, surveys the best new equipment and products you'll find at this year's shows (page 55). And if you're in the process of buying your first boat or upgrading your current one, you'll find plenty of sound advice from the pros in William Kelly's "Buying with a Yacht Broker" (page 46). We hope this great reading will make your winter just a little shorter—and fire you up for your favourite show.

Canadian Yachting West will be among the 250 exhibitors at the 2013 Vancouver Boat Show—we invite you to stop by, say hello, and tell us how we're doing...and how we can do better. Visit us at Booth #174.

PARKED!

Just in time for boat show season, we have some good news about expanded facilities for the boating and coastal communities—not more cutbacks. The extension of two popular marine parks on Quadra Island—with inspiring levels of funding from the general public—is a feel-good story of the first order (page 16). By the end of 2012, BC Parks was expected to complete its purchase of property between Small Inlet Marine Park and Waiatt Bay-Octopus Islands Park, connecting them and preserving a corridor of wooded upland that extends across the north end of Quadra. These two parks are favourite stops for coasting cruisers, as well as beautiful destinations in their own right. The new parkland protects a trail network that connects these anchorages with each other and with beautiful Newton Lake, a destination and swimming hole that is popular with cruisers, kayakers, hikers and Quadra islanders.

The truly inspiring thing is that these user communities dipped into their own pockets to help make this happen. Boater-supported BC Marine Parks Forever Society has committed \$100,000 to the purchase, while the Quadra-based group Save the Heart of Quadra Parks raised a further \$200,000, mostly in small donations, in just a few months. We extend two thumbs up to all parties: to BC Parks for finding the budget when government resources are scarce, to BCMPFS for its ongoing fundraising in support of coastal marine parks, to the dedicated volunteers on Quadra who surprised even themselves with their success, and to all whose donations helped make this long-planned purchase. Keep up the fine work!

duartsnow@kerrwil.com ■

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



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Canadian Yachting is published six times a year.

Subscription Rates: 1 year \$26.00; 2 years \$42.00
Outside Canada: 1 year US \$40.00
Prices include GST Registration #R102819539

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



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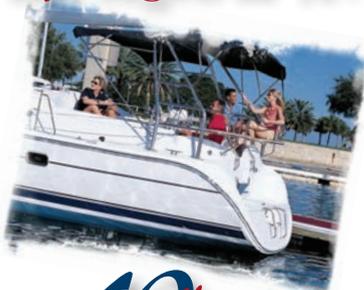

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ROBERT BULLER

(Coastal Craft 560, New Products) is a lifelong boater and has contributed to West Coast boating magazines since

2005. He owned a 48' Monk powerboat, *MV Nirvana* (built in 1947) for 10 years and cruised extensively in northern Desolation Sound and the Broughtons.

An active member of Canadian Power Squadrons, he teaches regularly in boating courses, with a specialty in marine navigation. He also speaks at power squadrons on cruising destinations and marine equipment.



WILLIAM KELLY'S

(Buying with a Yacht Broker) 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*.



JOHN KERR

(Hunter 40) is a lifelong boater and has been deeply involved in all aspects of the sport. He is active with the

Canadian Yachting Association, his local power squadron, and the Canadian Olympic Committee. John can be found in his powerboat plying the waters of Georgian Bay or racing his Etchells with John Jr. and his lifelong friend Hans Fogh. An Olympic bronze medallist and holder of numerous international sailing titles, John brings a unique perspective to the content of CY as a sailboat reviewer.



LARRY MACDONALD

(Boating Ed) is a freelance journalist from Powell River BC who writes about his sailing adventures in

various cruising destinations. His prior careers included psychologist, professor, researcher and administrator,

but he most enjoys teaching about his favourite pastime, in a classroom course for the Canadian Power and Sail Squadrons or on a cruise-and-learn on a chartered sailboat.



JOHN MORRIS

(Crossing the Line), former editor of *Canadian Yachting*, continues as a long-time contributor.

He sails and races his Thunderbird and is a sensational guest aboard other boats, both power and sail. John also writes on other topics including automotive subjects and travel. He is the webmaster of visitcuba.com.



KEVIN OKE

(Round the Penders) is an award-winning professional photographer based on Vancouver Island.

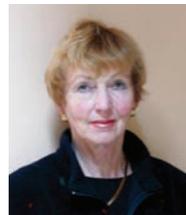
His photographic subjects include many of his favourite passions: boating, travel, flying and music. More of Kevin's images and his blog may be viewed at www.kevinoke-photography.com.



VALERIE ROLFE

(Messing About) is an author and freelance writer who lives with her family in Victoria. She enjoys rowing in her

Whitehall *Sheila* and exploring farther afield in an 18' Silver Streak, *Mariah*, named for one of her three dogs.



CHERIE THIESSEN

(Round the Penders) is a longtime Pender Island resident who has enjoyed boating on the West Coast and especially in the

Gulf Islands for almost a half-century. She and her partner cruise in a C&C 25 that they find perfectly adequate, never having been infected with "two-foot-it is." ■

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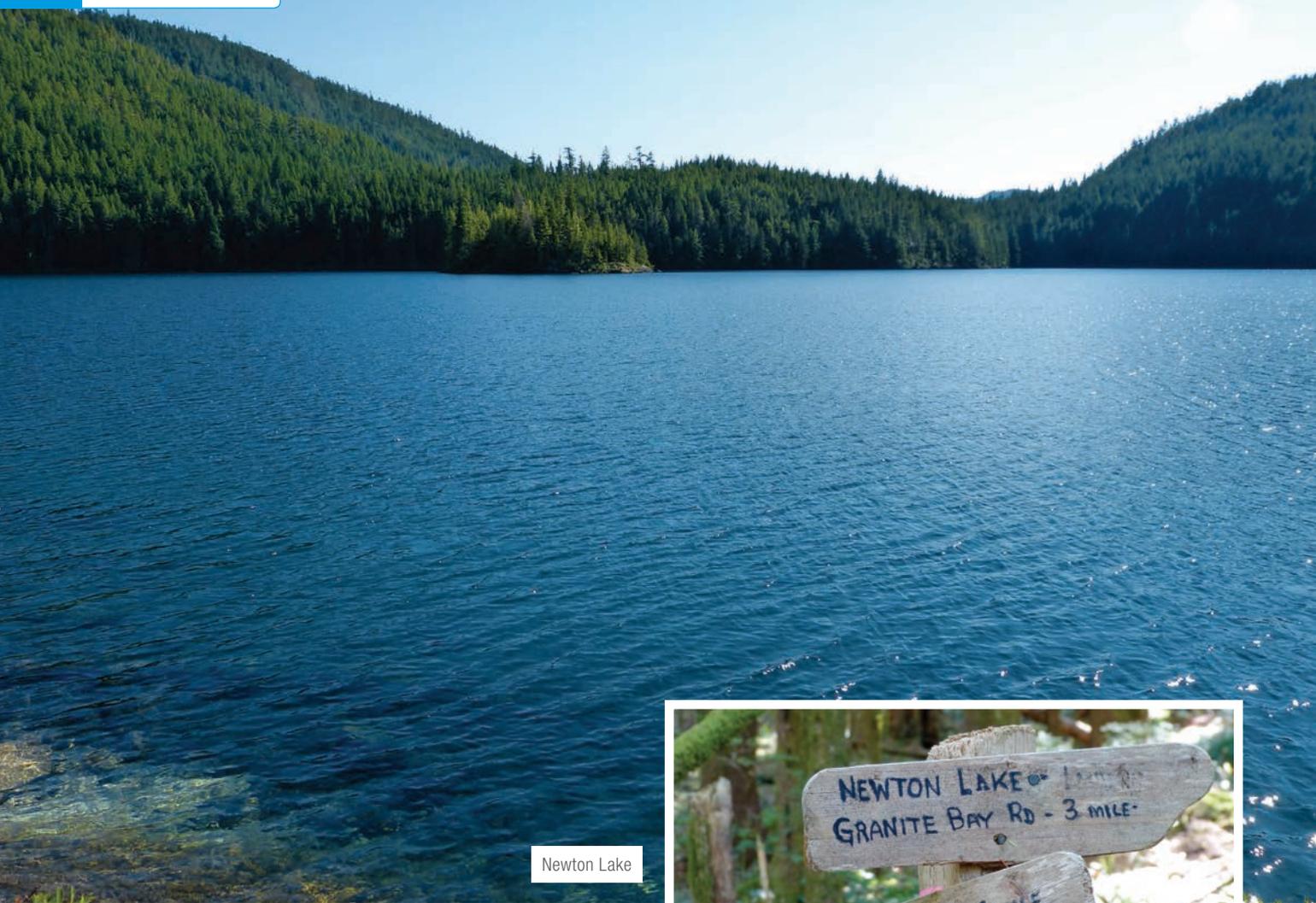
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Newton Lake



QUADRA MARINE PARKS CONNECTED

WITH FINANCIAL SUPPORT from BC Marine Parks Forever Society and a very successful local fundraising campaign, BC Parks is set to acquire land that connects two popular marine parks, a trail network and a lake at the north end of Quadra Island.

The province created Small Inlet Marine Park, on the west side of the island, and the Octopus Islands Extension Park at Waiatt Bay, to the east, in the late '90s, and always planned to complete the package by purchasing a 395-hectare property on the high ground between the two bays. It reached agreement with the owner in May 2012 to acquire the land for \$6,150,000 and needed public

financial support to complete the sale.

BCMPFS committed \$100,000 to the purchase, said president George Creek, bringing its total support for the Octopus Islands-Small Inlet parks to \$350,000. Meanwhile, the Quadra-based organization Save the Heart of Quadra Parks pledged a further \$200,000 and by mid-November had raised all but \$10,000 of the total, with donations still arriving, said spokesperson Susan Westren.

"It has done phenomenally well. It's incredible to us that we've reached \$190,000."

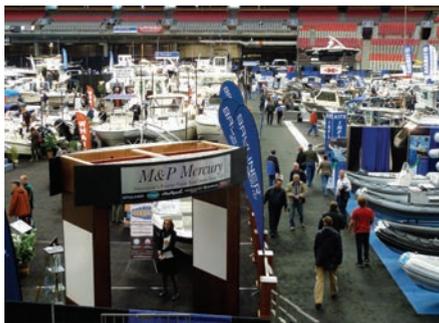
These donations came primarily from local residents, as well as hiking clubs, kayaking clubs and

operators, yacht clubs, and individual boaters from as far away as Alberta and the US, said Westren. For its part, BCMPFS supports acquisitions and improvements in BC marine parks with funds raised from yacht clubs, boating organizations and individual donors.

The new parkland includes shoreline and views of Small Inlet and Waiatt Bay, as well as part of the hiking trail to Newton Lake, a popular destination and swimming spot for boaters and other visitors to two marine parks. The purchase was expected to close at the end of 2012.

www.savequadraparks.ca
www.marineparksforever.ca ■

VANCOUVER BOAT SHOW OPEN BC FAMILY DAY



VANCOUVER INTERNATIONAL BOAT SHOW has adjusted its schedule to take advantage of BC's new long weekend, Family Day, February 11. This year's VIBS runs from Thursday, February 7 to Monday, February 11, instead of its traditional Wednesday-Sunday slot.

"To be able to hold the 2013 show on BC's first Family Day is incredibly exciting for our industry," says show director Linda Waddell.

Boats, marine gear and services will be showcased by more than 250 exhibitors at two locations: indoors at BC Place Stadium and on the water at Granville Island Maritime Market and Marina.

Show features also include:

- The Discover Boating Centre, where show visitors can find extensive free information and unbiased experts to answer questions about

boats and boating, and how they can get out on the water.

- Free Boat Rides offer visitors a taste of the boating experience. Show-goers can sign up for a 30-minute boat ride during show hours at the Discover Boating tent at the entrance to the in-water venue at Granville Island.
- Duma, the wakeboarding and boat-driving Jack Russell terrier, back for popular twice-daily shows and schmoozes with her fans. ■ ▶

SHOW HOURS:

Thursday and Friday 11 am–9 pm. Saturday and Sunday 10 am–7 pm. Monday 10 am–5 pm. Granville Island venue closes at 5 pm daily.

Free shuttle buses run continuously between the main entrance of BC Place and Granville Island. Free water ferries also run continuously between the two venues.

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Sunday 10 am–6 pm.

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Weekends 10 am–5 pm.
The show will close at 4 pm on Sunday,
February 3.

Free shuttles run continuously between both
show locations.

Visit www.seattleboatshow.com for show
details and tickets.

THE 2013 SEATTLE BOAT SHOW,
the largest on the West Coast, runs
from Friday, January 25 through
Sunday, February 3, indoors at
CenturyLink Field and afloat at South
Lake Union. Highlights of boats and
exhibits at CenturyLink Field include:

- Sea Ray's new sport boat series—Jet Boats featuring four-stroke engines and the latest in jet propulsion technology, from Lake Union Sea Ray.
- Signature Yachts will feature the new 29' Beneteau Barracuda 9, an outboard-powered, Air Step fisher/cruiser, plus a Beneteau Swift Trawler 34 and two dramatic Beneteau sailing yachts, 37 and 45'.
- Chris Craft returns to the show, with their new dealer, Seattle Watersports, and the Chris Craft

Launch 22 on display.

- Lehr Propane outboard engines will be introduced at the show. Lehr will have a booth at the show, and the outboards will be available at several retailers' booths. ■

CHANGE OF WATCH AT DESOLATION SOUND CHARTERS

ONE OF THE OLDEST and most respected bareboat charter operations on the BC coast has passed into new hands. Merion Martin and Jennifer Knox-Martin are the new owners of Comox-based Desolation Sound Yacht Charters. They take over from longtime DSYC owners Bob and Lois Stevenson. The Martins are veterans of luxury yacht operations in the Mediterranean and sailing charters in the Caribbean,

with extensive ocean cruising miles. DSYC's fleet of up to 30 sail and power yachts is based just 24 miles from Desolation Sound. The new owners' plan to continue the company's "hands on" approach; they also intend to expand their fleet and open a second base farther north in future. To help with the transition, the Stevensons will continue working with DSYC until November 2013. www.desolationsoundyachtcharters.com. ■



HAIDA GWAI HOT SPRINGS RUN DRY

A SURPRISING EFFECT OF THE MAJOR EARTHQUAKE that shook portions of the BC coast on October 27 appears to be the demise of popular hot springs on an island off the east coast of Haida Gwaii. Days after the 7.7-magnitude quake, staff in Gwaii Haanas National Park Reserve discovered that the four natural rock bathing pools on Hotspring Island, at the edge of Hecate Strait, had dried up completely and the rocks were cool.

“We’ve had people doing work on site just about every day this week (in mid-November) and there’s been no change at all,” said Ernie Gladstone, Gwaii Haanas superintendent.

The hot springs are located near a major fault system with a warm reservoir several kilometers deep. Seismologists say the fissures that allowed the water up to the surface were likely closed off by the quake or aftershocks—and further quakes may enable the water to flow once again.

“We’re still hoping the springs will return. All of the experts seem to think they will but nobody can really give a definitive opinion about when—it could be days, weeks, months, years... or never,” added Gladstone.

In the Haida language, Hotspring Island is known as “Gandll K’in” or “hot water.” The site is culturally important to the Haida people who have made use of its waters and its abundant seafood for generations. The hot springs have been popular with cruisers to Haida Gwaii, kayakers, tourists, fishermen and local residents for many years (see “The Spirit of Haida Gwaii” August 2012). ■

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READERS WRITE:

WHERE'S THE PFD?



I take exception to the cover picture on your August issue. I can't tell you the number of times we saw the same scenario when we operated our kayak touring business out of Otter Bay Marina: one or more youngsters dutifully wearing their PFDs accompanied by one or more adults not wearing PFDs in a small dinghy. When we questioned why the adults were not setting the example, the answer was always the same: "Well, we can swim!" Yeah right!

When the adult on the cover is in the water gasping for breath while recovering from the initial cold-water shock and flailing about trying to stay afloat, the dinghy is now many metres away, and we hope someone has seen the incident and gets to him within the 10 minutes one has before physical ability becomes impaired by hypothermia.

Let's help get the message across that "Life jackets save lives."

*Tony Merry
Pender Island Power and Sail Squadron.*

YOU ASKED FOR FEEDBACK

regarding the "renewal and redesign" of *Canadian Yachting*. In my opinion it is indeed more readable and attractive.

The August cover photo brings in the other descriptor you used, "compelling." The youngster, a passenger in the inflatable, is wearing a life jacket. Skippering the boat is a gentleman who is holding an umbrella with one



VICTORIA MARINA PLAN GETS FEDERAL NOD

A dramatic new Victoria Harbour marina to serve larger and luxury yachts to 150' is now in the construction and slip sales phase. Last fall, Victoria

International Marina received approvals from Transport Canada and the Department of Fisheries Oceans of critical parts of its plans covering environmental and navigation requirements. When completed, VIM will provide 29 moorage slips for yachts 65' to 150' on the north shore of Victoria Harbour, just outside the Inner Harbour.

The decisions removed the last in a series of regulatory and political hurdles the marina developers, Community Marine Concepts Ltd., have had to overcome. These included some vocal community opposition, and the City of Victoria's decision in 2011 to rezone the property, requiring the marina to reduce the number of slips from 52 to 29.

Designed to address the lack of permanent and transient moorage space for large yachts on the BC coast, VIM is Canada's first marina to offer moorage exclusively to larger, recreational yachts.

The developers planned to apply for a building permit for the project by the end of 2012. Dredging is expected to start next summer, with the pilings going in for the marina itself and two amenities buildings. The marina expects to host yachts by spring 2014. www.victoriainternationalmarina.ca or www.marinafacts.ca.

CYA CHANGES NAME TO SAIL CANADA



The Canadian Yachting Association voted at its annual general meeting in October to change the organization's name to Sail Canada. Delegates voted overwhelmingly in support of changing the name of the 74-year-old national organization, enabling it to position itself with many other national governing bodies in the sport of sailing.

The move is part of a renewed effort to coordinate the association's training, coaching, judging and high-performance disciplines so it can better brand, build and grow awareness of the sport throughout Canada.

Sail Canada will remain headquartered in Kingston, Ontario. www.sailing.ca.

hand and presumably the controls of the outboard motor with the other. His life jacket or PFD? It appears to be tucked under his legs!

Nice picture, but I think it sends the wrong message!

*Peter Simpson
Brentwood Bay Power and Sail Squadron.*

You have a point! We liked the image so much we had to use it on the cover. But as a policy we encourage the wearing of life jackets or PFDs by all occupants of dinghies, tenders and other small craft. We do this ourselves and we're pleased to see more and more fellow-boaters doing it as well. Thanks for reminding us how important wearing a PFD really is. —Editor ■

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A Week in the Broughtons

RETURNING TO THESE WATERS AFTER MANY YEARS WAS BOTH A HOMECOMING...AND A TEMPTING TASTE OF CRUISING ADVENTURES TO COME.

By Duart Snow

 *Thea* enters a calm Simoom Sound.



WE FIRST VISITED THE BROUGHTONS WHEN FRIENDS ASKED US TO DELIVER THEIR SAILBOAT BACK TO VANCOUVER AFTER A CRUISE TO HAIDA GWAIL. FROM PORT MCNEILL WE HEADED HOME VIA ALERT BAY, THE INDIAN ISLANDS, KNIGHT INLET, LAGOON COVE AND JOHNSTONE STRAIT. WE NEVER FORGOT THE BREATHTAKING VISTAS OF MOUNTAINS AND CHANNELS, THE EASY HOSPITALITY OF THE MARINAS, THE TURQUOISE WATER OF KNIGHT INLET, THE HAUNTING PRESENCE OF ANCIENT FIRST NATIONS INHABITANTS AND MORE RECENT PIONEERS, AN EXCITING SAIL DOWN JOHNSTONE STRAIT IN A BOOMING WESTERLY—AND WE COULDN'T WAIT TO RETURN IN OUR OWN BOAT.

It only took us 16 years! Life and work kept us closer to home until we traded our sailboat for our Grand Banks 32 trawler *Thea*, our ticket to extended cruising on the Inside Passage. Our return to the Broughtons last summer proved to be both a long-overdue homecoming and a new beginning.

We had three weeks—one week heading north, a week in the waters from Havannah Channel to Queen Charlotte Strait, and a week returning home—an adventure that's well within reach of any boat with at least trawler speed and range.

THE HIGHWAY

Forward Harbour was our jumping-off point for the run up Johnstone Strait. We had our first clouds and rain since leaving the sunny south, and the morning forecast called for strong westerlies in the strait to ease later on. At dawn the wind at Fanny Island, a rock at the junction of Sunderland Channel and Johnstone Strait, clocked 26 knots so it looked like we might stay put. But by 0900 the breeze was down to 16 knots and we were itching to move.

By the time we reached the "highway" of Johnstone Strait the wind had eased further and our 16-mile run past the strait's dark, forested slopes to Port Harvey was uneventful. We were free of the rapids and the strait—we had arrived!

Port Harvey Marina is superbly situated about halfway between

Queen Charlotte Strait and Chatham Point, at a natural stopping point on Johnstone Strait and at the entrance to Havannah Channel, the back route to the Broughtons. The marina is a project in progress for its hard-working owners, George and Gail Cambridge, but it has quickly developed a following of cruisers who return regularly, even week after week. The resort building is a former fish-buying barge the Cambridges have converted to hold their office and well-stocked store, washroom and shower, and the licensed Red Shoe Café upstairs.

The café is a major draw for cruisers in these waters where respite from galley duty is hard to find. Gail took our meal order from their menu after helping us tie up—and our excellent pizza was ready at the appointed time that evening. The café was busy and loud with conversation about the usual topics—destinations, local doings and the weather. We didn't pass up George's cinnamon buns the next morning, either.

Port Harvey introduced us to the need for coexisting with the wildlife such as bear and cougar that inhabit these islands and the nearby mainland. Knowing that this is their turf can make casual hikes or visits ashore with small dogs like our aging dachshund Rosie unnerving experiences. A mother grizzly bear and her cub had been making their way between Port Harvey and Lagoon Cove for several days, visiting the beaches in both bays. George carried a shotgun for protection as he did chores in the forest behind the marina—but we were advised that an air horn is usually a good deterrent. For bears, that is—but likely not for cougars, much stealthier predators.

Our next destination, Lagoon Cove Marina, lies just two miles directly across East Cracroft Island from Port Harvey, but the water route through Havannah and Chatham channels and The Blow Hole is a 12-mile trip. For the first-time visitor, Chatham Channel offers a straightforward lesson in navigating in the waters north of Desolation: clear water good, kelp bad. Beds of bull kelp floating on the surface are clear markers of shoals and shallows—stay away from the kelp and you'll almost always be perfectly safe. Chatham Channel's narrowest stretch is clear and bounded by floating kelp ▶



↖ Jenny Rucker, baker and postmaster, sells her wares at Lagoon Cove Marina.



↑ Lagoon Cove colour. ↗ Lagoon Cove mascot, nicknamed "Gas Pipe". ↓ Joe Cove is a popular anchorage in the Broughton Archipelago but we had it to ourselves.



so it's fairly easy to transit.

The Blow Hole leads west from Chatham Channel to Lagoon Cove; the marina appears on your left as you pass between Perley Island and the unnamed islet opposite. We called in for a slip – but they had already spotted “the GB just entering the cove.”

WE'RE BAAAACK...

Bill Barber, who has operated Lagoon Cove Marina with wife Jean for two decades, helped us tie up, then asked “Is this your first time here?” “No,” I said. “We were here 16 years ago.” “I’m glad you made it back,” he grinned.

Returning to Lagoon Cove was a major milestone for us. We had fine memories of our short stay here, including all the help that came running, cocktails downed, as we prepared to back our borrowed boat into the dock. The marina stands out for the unique personality and sense of fun that is built right into the place. The rustic former boatbuilding shed at the head of the dock is a “historic” workshop; exercise station #4 is the pile of firewood that needs splitting while #6 is a lawnmower; “found” antiques, tools and junk pop up in unlikely spots; and daily happy hours almost always end with one of Bill’s goofy tall tales, delivered utterly deadpan.

The cruising community in the

Broughtons is small and friendships develop easily, especially at the happy hours and potlucks that are part of the entertainment at most marinas. Folks meet over appies, visit boats and share stories, make plans and meet all over again—it’s a sort of floating, roving party.

But it really was a surprise when Jan literally bumped into an old friend she hadn’t seen in decades in the line for Bill’s endless bucket of local prawns. And wasn’t Leslie and partner PJ’s Selene 43 *Moodance* moored across the float from us! So a friendship was rekindled: we shared stories and laughs, dinghied around to the ruins of Minstrel Island Resort, and joined a grizzly bear tour to nearby Glendale Cove. And that’s how our one-night stay stretched to three, not unusual here at Lagoon Cove.

“We have to leave—stuff is starting to grow on our bottom,” I told Bill as we paid our tab. We said our goodbyes reluctantly—then made plans to meet *Moodance* at Kwatsi Bay.

BREATHTAKING

Tribune Channel loops north from Knight Inlet, then west to the Broughton Archipelago that gives this region its familiar moniker. It passes several peaks that reach 5,000 feet or more, and a pair of mainland sounds, Thompson and Bond, that cry out for

exploring. The slopes bear plenty of evidence of past and recent logging. But boats? Hardly any on our run to Kwatsi Bay, just past the corner where Tribune turns westward.

Kwatsi Bay Marina lies at the head of the bay in a breathtaking natural bowl formed by steep forested walls and broken by a waterfall. To say this is a spectacular setting is an understatement—we felt compelled to lower our voices out of reverence and awe at its beauty. And that was on an overcast day!

Max Knierim, Anca Fraser and their children Marieke and Russell have run the marina since 1998. But after Anca welcomed us, our conversation about life in this otherworldly spot turned to the fact that she and Max are now empty-nesters, their teenagers attending schools on Vancouver Island. Their rustic resort suits its wilderness setting perfectly. The shower is in a simple cabin on the main float; it’s heated by a woodstove and smells of cedar, like a sauna. A picnic shelter protects social gatherings from the weather, and the nearby store offers clothing, souvenirs and crafts by local artists.

The basin’s still water cried out for a row so we splashed our dinghy and took turns touring around the steep shorelines and bluffs. Later, a neighbour told us how surprised and pleased she was to see someone actually rowing! The

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➤ Farewell to friends Lesley and PJ on *Moondance*.

➤ Kwatsi Bay Marina is a rustic spot in a breathtaking setting.



overcast skies cleared and rainbows arched through the mist as we oohed and aaahed before dinner that night on *Moondance*.

Max stopped by the next morning and, hands hooked in his overalls, offered some local knowledge about nearby anchorages—as well as one or two really good grounding stories!—then helped us on our way. We waved goodbye to *Moondance* for what we thought was the last time.

GUNKHOLING

Under sunny skies, we continued west toward the Burdwood Group of islands in search of an extensive midden beach near the centre of this small archipelago. Reaching the beach called for careful gunkholing, so we proceeded slowly and relied on directions in *Best Anchorages of the Inside Passage* (Anne Vipond and William Kelly). We anchored in a narrow passage directly off the beach and enjoyed a truly perfect afternoon: lunch on the bridge, then a prow ashore with Rosie.

The exposed Burdwoods are suitable for overnighting only in settled weather. So at Max Knierim's suggestion, we made our way a few miles north to Simoom Sound and followed its dogleg shape to anchor in O'Brien Bay, near its head. There's lots of evidence of past logging here, as well as

an active logging show. We were joined that evening by two other boats which arranged themselves at a respectful distance, hundreds of yards from us and from each other. If you've come all this way, why crowd the neighbours?

But Simoom has a drawback common to many anchorages up here: steep shorelines and difficult access, especially with an elderly dog who is neither as spry or efficient as she once was. We bumped our dinghy into the rock-strewn head of O'Brien Bay for Rosie's last evening visit ashore, where we spotted fresh bear scat as our beloved dachshund took her sweet time. Spooked and worried that there was no quick escape back over the rocks, we scrambled back into the dinghy and finished our business at a rocky point close to *Thea*. Dog-friendly, Simoom Sound is not.

On our way the next morning, we spotted a familiar profile approaching from Penphrase Passage. It was *Moondance*, en route to Port McNeill after a night at Shawl Bay. We gammed and drifted side-by-side in the sunshine until it was time to say our *final final* goodbye.

We craved one more quiet night at anchor before heading for home, so we bypassed the bright lights of Echo Bay on a Saturday night and nosed our way via Cramer Pass, Blunden Passage and Misty Passage to Joe

Cove, on the south side of Eden Island. We were surprised to have this popular anchorage within Broughton Archipelago Marine Park to ourselves, a sign the cruising season was winding down in late August. We basked in the sunshine and savoured the solitude. Dog duty was easier here at a sheltered midden near the cove entrance.

We planned to enjoy this idyllic spot for a second night but the weather north of Desolation is reliably changeable: clouds moved in the next morning and the forecast called for showers. More importantly, strong winds were predicted in Johnstone Strait in two or three days' time, leaving us a small window for a visit to Sointula on nearby Malcolm Island before we ran south.

We left the Broughtons under a heavy grey sky. Rain squalls loomed over Malcolm Island, and Queen Charlotte Strait lay empty and flat in the haunting silvery light. Outside Arrow Passage, one dark shape broke the surface ahead of *Thea*, then another: humpback whales cruising across our path. We could hear puffs of breath as they surfaced. One rolled, flicked a long, gnarled flipper into the air, then dove with a toss of its tail.

Beyond them, the empty horizon beckoned—promising us that this wasn't an ending, but just the beginning of cruising adventures to come. ■



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Round the Penders

JOIN US ON A TOUR OF THESE “SIRENS OF THE SALISH SEA,” PERHAPS THE MOST TEMPTING OF THE GULF ISLANDS.

By Cherie Thiessen

WHAT IS IT ABOUT NORTH AND SOUTH PENDER ISLANDS, lounging smack in the middle of the Salish Sea, that makes them so alluring to boaters? The islands together comprise just 3,620 hectares and are home to only 2,300 residents. So why have they enticed skippers ever since their namesake, Daniel Pender, arrived in 1857 aboard his survey vessel *HMS Plumper*?

Steeped in history, fringed with pocket beaches and tempting tuck-aways, and offering ample amenities for

boaters, the islands also have three perfectly spaced marinas, one marine park, 615 hectares of Gulf Islands National Park Reserves (GINPR), two secluded freshwater lakes, three public docks, and more anchorages tucked into their shores than any of their neighbours.

Let's begin at Otter Bay and cruise clockwise around these beautiful islands.

OTTER BAY

Boaters arriving from Porlier or Active passes to the north will probably be happy to make this busy hub their first

port of call. They have the choice of tying up at Otter Bay Marina, tucked behind the bank of flags in Hayashi Cove, or anchoring. Matsuyama Company once flourished on the marina site, salting, packing and shipping herring to Asia before the property was confiscated by the government in 1942 under the War Measures Act. It continued operations sporadically until it burned down in 1956.

Loomed over by fractional ownership cottages, the marina has changed a lot over the past decade but still offers ▶

a warm welcome and full services to transient boaters. It's also a great base for golfers keen to sink a few at the nearby Pender Island golf course, or for visitors using mainland or Vancouver Island ferries, which stop at the adjacent terminal.

If you have children dying to splash in cold water or play on the beach on a hot day, there's a sweet slice of public beach at the head of the bay; grab your towels and buckets and dinghy over.

While the bay is open to swells from passing ferries, anchoring is good. Whether you anchor or take a slip, you should visit Roesland, which has a new dinghy dock. Although the float is often crowded with park vessels, there is designated space for dinghies. Another plus, courtesy of GINPR, is the robin's egg-blue building at the head of the ramp—a public toilet with flushers, a rare find on the thirsty Gulf Islands.

Roesland, one of the GINPR's largest acquisitions at 230 hectares, is a wonderful place for all ages to explore. Although the bridge across to the islet has not been replaced, it's easy to wade across in summer or cross at low tide. A short trail winds through the headland, lined by salal, twisting arbutus and firs, and culminates in a bench that is perfect for romantic sunset viewing.

The Roes farmed here before they turned it into a rustic resort. It operated for over 70 years before its next owners, David and Florence Davidson, closed it in 1994. If it's open, be sure to visit the museum located in the original Roe farmhouse, built in 1908. The larger log home, which now serves as the park's field office, was built by the Davidsons.

Boaters in search of more exercise can visit Roe Lake, a short walk up the road to a well-marked trail through the forest. It's possible to slip and slide all the way from the lake down into Shingle Bay, although walking around the lake is very pleasant and less onerous.

SWANSON CHANNEL

Heading southeast, you'll soon notice old pilings in Shingle Bay, the site of yet another once-thriving industry—a dogfish and herring reduction plant that employed up to 20 men every summer. Built in 1926, it burnt down in 1958. Penderites are delighted that the beautiful

COORDINATES

Otter Bay Marina. Open year-round with 15, 30 and 50-amp power, laundry, showers, pool, berths for any length craft, 80 slips, seasonal bistro. Close to ferry and golf course. www.otterbaymarina.ca.

Port Browning Marina. Laundry, showers, seasonal store, camping, Wi-Fi, kayak rentals, café and pub. Close to Driftwood Mall. www.portbrowning.com.

Poets Cove Marina. 110 slips, 30-amp power, Canada Customs, marine store in season, year-round restaurant, bar, spa, pool, hot tub, resort. www.poetscove.com/site/marina.html

Southern Gulf Islands Harbours Commission. Wharfingers: Port Browning—Claude Kennedy, 250 881-2019. Hope Bay—Peter Binner, 250-813-3321. Port Washington—Rod MacLean, 250-629-6111.

Canada Customs at Bedwell Harbour. Staffed May-August from 0900 to 2000, September 0900 to 1700. Off-season, skippers must report to Sidney Customs. Call 1-888-226-7277.

Gulf Islands National Park Reserve.
www.pc.gc.ca

General Pender Island Information:
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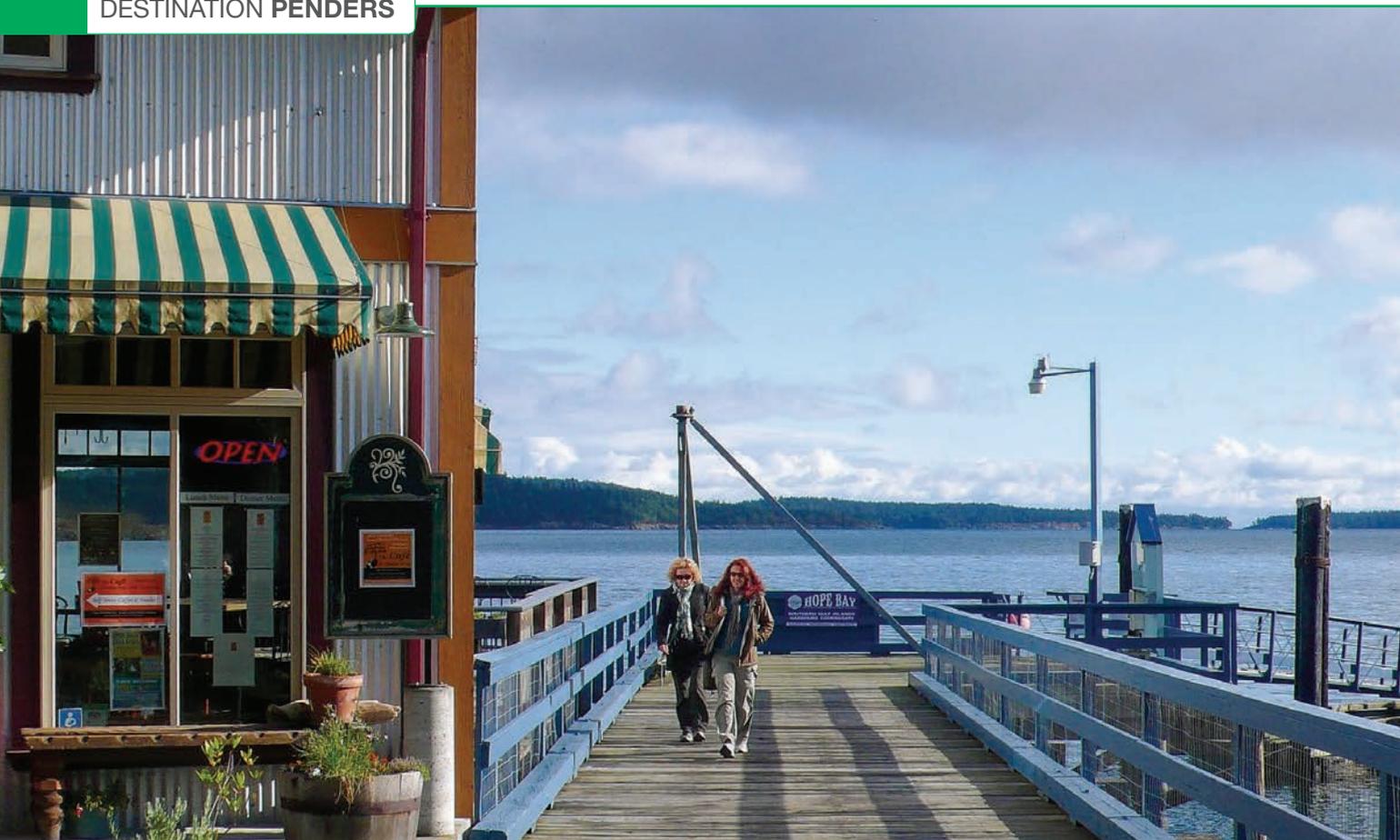
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property and islet have now been added to the park system.

With ecological integrity as the goal, GINPR's aim is to protect species in their environment and connect fragmented parts of protected lands, and this new park links with the Roesland property. A master plan is being developed and may include boat-in or hike-in camping and/or picnicking. Currently there's a picnic table, a beach, old fruit trees, grasslands, and the reduction plant site to explore, but check the park website (see "Coordinates") for current information.

The small grassy community park at the head of the bay has picnic tables, an outhouse, and a children's playground, so it is tempting to consider putting down the hook, especially during the summer when no north-westerlies are forecast and Otter Bay is teeming. Don't venture much past the pilings, however, as the bay shallows rapidly. You might also want to set both bow and stern anchors to face into the frequent ferry wake.

Carrying on with your circumnavigation, the marina tucked behind the substantial breakwater just ahead is Thieves Bay, a private marina for folks living in the Magic Lakes subdivision.

The turbulent waters here are great for fishing and killer whale viewing, so if you see a crowd on the banks, watch for those black fins and stay well clear.

BEDWELL HARBOUR

Heading southeast and passing Oak Bluffs, skippers will soon find themselves rounding Wallace Point at the entrance to Bedwell Harbour, named after Edward Parker Bedwell, second master on the *HMS Plumper*. This is the site of Poets Cove Resort, a swishy fractional ownership resort complete with spa, five-star resort and bar, as well as a marina and the Penders' only fuel dock. Bedwell is also the site of the most convenient Canada Customs dock for boaters crossing the border between here and the US San Juan Islands to the south.

Skippers have many overnight options here. Poets Cove Marina has a slew of transient berths for boats of all sizes, and mooring ensures that all of the cove's attractions are easily accessible. You can also grab a mooring buoy in nearby Beaumont Marine Park at \$12 per night. Ashore at Beaumont, you'll find picnic tables, a campsite, a new composting toilet and four "traditional" ones, and hikes up to the

panoramic Mt. Norman viewpoint or down to the bridge between the islands.

Poets Cove offers shore access to boaters wishing to discover Greenburn Lake, a short but steep hike up from the fire hall on South Pender. This 69-hectare property was added to the GINPR in 2004. For awesome clifftop views, go right when you reach the lake, cross the ramp and follow the trail left, then watch for a trail going right.

Boaters also often enjoy strolling down the quiet road to South Pender's more southern tip, a long but level 3.7 kilometres. Be sure to take the trail off to the right a block before road's end, in order to enjoy Brooks Point, a very special place. Orcas can often be seen feeding here, as can seals, otters and birds. Brooks Point was acquired in 2001 and fundraising is on once again to help The Land Conservancy in its purchase of the adjoining land. Visitors can now walk to the tip of the island, enjoy an explosion of rare chocolate lilies in the spring, and ogle Washington's Mt. Baker rearing out of the Strait of Georgia.

Back at the marina, there are a few other curiosities to check out. Look at the writing on the cliff adjacent ▶

📍 Hope Bay is a perfect day stop, with a popular café, an artists' co-op, and other shops.



📍 Browning Harbour public dock offers 400' of visitor moorage.



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↖ The Pender Canal offers a shortcut between Bedwell Harbour and Port Browning, but 28' clearance means most sailboats can't make it under the bridge.



↗ Otter Bay Marina offers full-service moorage close to Active Pass. ↘ Poets Cove Resort.



↘ Port Browning offers anchorage, a popular marina and a public dock.



to the docks. This historical graffiti was etched in 1905 by the crew of the Royal Navy survey vessel *HMS Egeria*. And if the sickly-looking tree in front of the hotel catches your attention, you might be interested to know that it's a yew tree, considered sacred by several ancient religions. This yew may hide a grisly secret; see what you can find buried in its trunk and then see if you can get a staff member to tell the story of what might be buried under the tree. Believe what you will, several longtime employees have seen ghosts here.

Boaters can also anchor in Peter Cove, off the southern tip of North Pender, if they can find space among the mooring buoys, or off Medicine Beach on the North Pender side. Medicine Beach was acquired by Penderites in 1995 in order to save one of the Gulf Islands' last remaining wetlands. Now a wildlife sanctuary, the eight-hectare reserve has no facilities other than a lovely beach and a short trail up to a viewpoint. It does, however, offer access to the island, and a liquor outlet and coffee shop can be found in the small commercial complex a half-block away.

PORT BROWNING

When captain and crew are ready to move on, powerboaters will likely take the shortcut via the Pender Canal from the head of Bedwell Harbour to Port Browning, under the one-lane bridge that connects both islands. Currents can reach four knots through here. Proceed slowly—wave action is causing erosion and nearby Mortimer Spit is a favourite spot for kayakers. Dog walkers, families, and even hardy swimmers also enjoy this popular recreation site.

Excavations in 1957 resulted in the designation of the banks on both sides of the canal as a provincial heritage site. A later Simon Fraser University archeological dig uncovered thousands of artifacts which dated First Nations settlement back 5,000 years. An informative cairn can be found on the North Pender side, and some of these finds be seen at the Roesland museum.

But with just 28' of clearance under the bridge at low water, most sailors will need to follow the longer route around South Pender, heading eastward past Camp Bay and between Teece Point and Blunden Inlet, and sailing down Plumper Sound to Port Browning.

This is a favoured cruising stopover, offering overnight moorage choices, proximity to the islands' commercial hub, the Driftwood Centre, a chance to meet the locals and enjoy nightly specials like "Turkey Tuesday" and "Pizza and Beer night" at Port Browning Marina's popular pub, and a great beach. In addition to the marina, there is 400' of dock space at the public wharf on the harbour's east side. This is the home base of Station 20 of the Royal Canadian Marine Search and Rescue.

There's also good anchorage close to the beach that offers shelter from all but southeast winds. Hamilton Beach is the best on the Penders, home to the annual polar bear swim and starting point for the popular August Round-the-Penders yacht race.

HOPE BAY

After a night or more in lively Port Browning, it'll be time to round Razor Point and continue northwest on Plumper Sound a short distance to Hope Bay. Three hundred feet of public moorage can be found at the Hope Bay Harbour Commission's wharf at the west entrance to the bay. However, it's open to wakes and ▶

LEFT, TOP RIGHT AND MIDDLE RIGHT: KEVIN OKE. BOTTOM RIGHT: CHERIE THIESSEN

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weather from the east so it's not the best of overnight spots. Beyond the docks, the bay almost drains at minus tide. There are also two mooring buoys for visiting boats.

Treat Hope Bay as a perfect stop for breakfast, brunch or lunch at the popular Hope Bay Café, and a browse around the shops. This attractive commercial complex has grandly risen from the ashes after it was gutted by fire in 1998. The burnt-out store, built in 1912, was rescued by a group of 27 Penderites who completed their restoration in 2005. The property was later sold to Pender realtors Sherrie and Sam Boyte. Visitors will find an excellent goldsmith, a must-visit artists' co-op—the Red Tree Gallery, a real estate office, home furnishings store, and many other businesses in this beautiful and historic part of Pender.

Upon leaving the bay, you may soon notice the broken red bricks onshore. They gave their name to the tiny bay here. Brick Bay was the site of another flourishing industry in 1912 and is now one of the Penders' 25 public beach accesses. The Coast Shale Company occupied 50 acres here with a shale pit, railway track, mineshafts and accommodation for 75 men before it closed down in the early 1920s.

Tranquil Davidson Bay (Clam Bay

to the locals) is a good spot to drop temporary anchor and perhaps even a crab trap. The substantial dock here is private. Buildings on the beach and inland are part of what was once the Clam Bay Farm resort. It's suitable only for temporary anchorage.

PORT WASHINGTON

Around Stanley Point, Grimmer Bay and Port Washington's public docks come into view. There's 250' of dock space here. The bay, named after the first postmaster, Washington Grimmer, is where the "school boat" picks up students en route to high school on Salt Spring Island. Port Washington is another good temporary stop, with possible overnight anchorage in the bay. If you tie up, favour the more protected south dock.

Now it's decision time.

Circumnavigation complete, are you really ready to leave these friendly islands? Why not chat to the locals and find out what's happening at the winery, the farmers' markets, the community centre, the artists' galleries, Poets' Cove, the church hall, the pub, the Legion? On the Penders you can be sure of two things: something fun is always happening somewhere, and getting to where the action is will never be a problem.

Look for the signs placed at strategic places around the islands—they are

recognized places for people to wait if they require a lift. Erected in 2008 by Moving Around Pender, an alternative transportation society, they were the brainchild of Penderite Barry Mathia. They offer visitors a convenient way to really experience life on the Penders. ■

LOCAL KNOWLEDGE

A bridge does not one island make. You can always detect visitors—they're the ones who refer to "Pender Island." While it's true that for thousands of years the Penders were one island, joined by an isthmus the Coast Salish called "helisen" (lying between), the canal was dug in 1902 to allow the ferry *Iroquois* a quicker transit from Hope Bay to Sidney. The canal cut nine miles off the route and made the trip safer, although in an ironic twist of fate, the *Iroquois* foundered off Sidney on April 10, 1911 with considerable loss of life. In 1955, the present one-lane bridge was built to connect the two islands.

Rivalry. "There used to be disharmony between the settlements of Port Washington and Hope Bay," recalled David Davidson of Roesland, who knew the Penders since 1926. "Port Washington was Anglican, Hope Bay was United. Hope Bay parents would sometimes remonstrate with their children, 'If you're not good, I'll send you over to Port Washington.'" For years the stores in both communities competed to be the local post office and general store and to have the ferry dock, each winning and losing more than once. Over the years, the stores have been abandoned, rebuilt and offered for sale, but just now Hope Bay is winning. The Port Washington store has sat empty for years.

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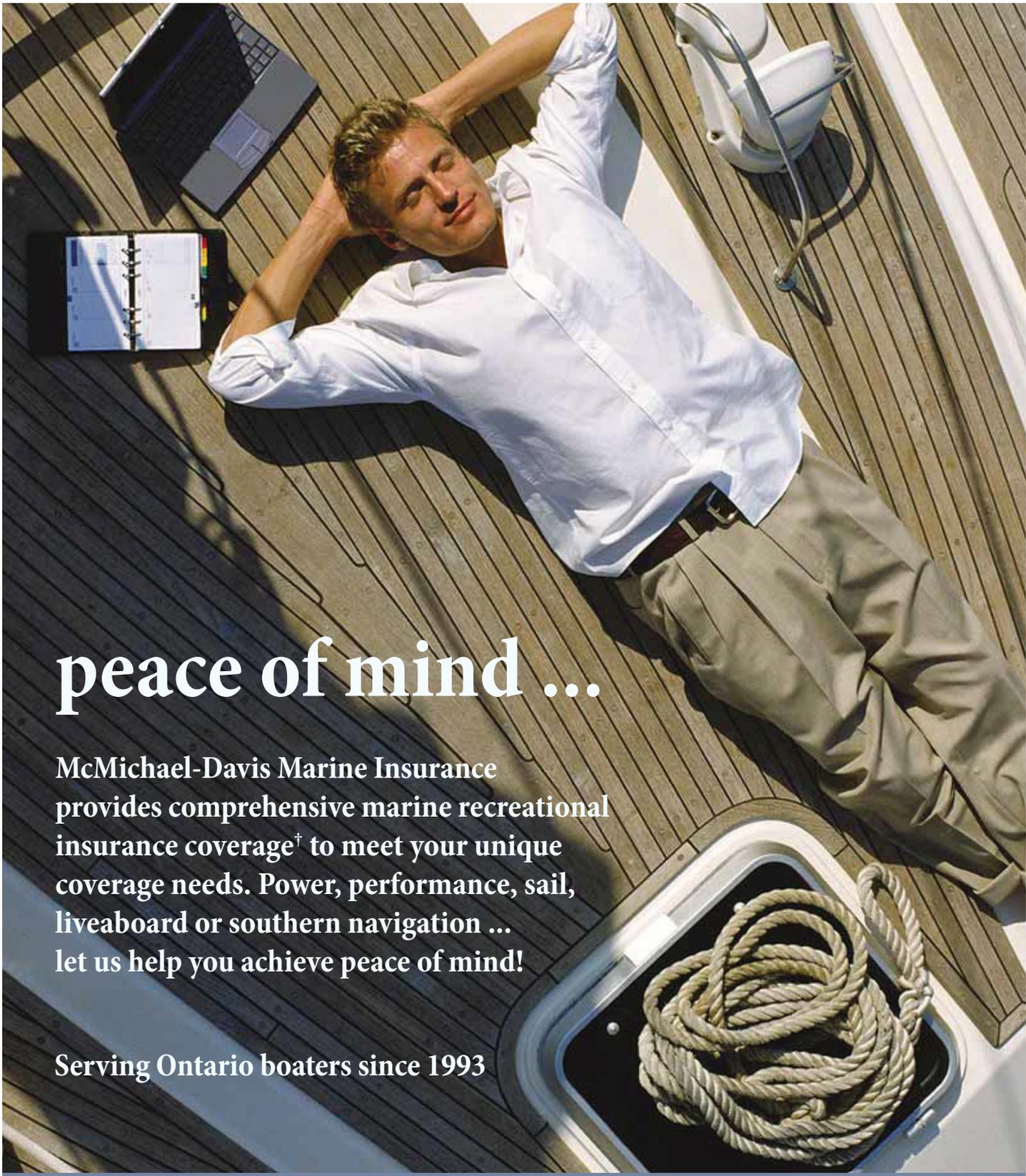
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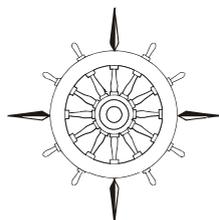
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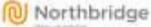
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Fabulous Features from Fort Lauderdale

GREAT THINGS TO CHECK OUT AT THE BOAT SHOWS THIS WINTER!

Story and Photos by Andy Adams



☛ The crowds were thick (record-breaking, in fact) on Saturday at Fort Lauderdale, with the temperature a perfect 22 degrees C and sunny skies.

☛ On opening Thursday, Hurricane Sandy blew in with steady, heavy rain that flooded streets, washed the beach away and kept boat show crowds to a minimum.



ALTHOUGH IT'S ALMOST EXCLUSIVELY A POWER-BOAT SHOW, Fort Lauderdale International Boat Show attracts the most impressive range of boats and yachts in North America... and probably worldwide!

From the smallest inflatable dinghy to the largest private superyacht that can float into the harbour, the Fort Lauderdale show brings boats from all over the globe. It's one of our favourite shows because it's so international and so diversified. It's a boat lover's paradise—but the people-watching is great, too!

Let's not get distracted though. We're here to see 2013's new models and great features; a preview of things you might well see at the boat shows across Canada this winter.



← BOSTON WHALER 230 VANTAGE

Don't worry, it's still a great fishing boat with saltwater offshore qualities, but Boston Whaler has given their new 230 Vantage model just about every feature in the book. This is a 23-footer with a big 8' 6" beam that can handle up to a 300 hp Verado outboard. It has Boston Whaler's famous foam-cored unsinkable construction in a deep-vee design that has handsome lines, the protection of a full windshield, a generous bow seating area with an available filler cushion, and a whole host of fishing features, plus an enclosed head!

There is a swim platform at the stern with a walk-through into the cockpit, plenty of storage spaces and cubbies (including rod storage), and you can order a wakeboard tower on top of all that, so one boat can serve all the interests an active family might have. This is one to see at the shows for sure!

www.bostonwhaler.com



↑ This has to be the most versatile and family-friendly Boston Whaler ever!

↳ Bobby Garga is Boston Whaler's naval architect and he designed the hull for the new Boston Whaler dual-console Vantage series. Ever seen a wakeboard tower on a Whaler?!

→ 38 SABRE EXPRESS

The Sabre 38 Salon Express features lines that say "downeast" and she is built in the tradition of Maine boatbuilding: elegant, strong, steady and seaworthy. But then, Sabre Yachts employs the latest technology with resin-infused laminates, state-of-the-art mechanical systems and the latest pod propulsion drive train. We have driven several Sabre models and the performance is always impressive.

Equally impressive are the interior features. The 38 Salon Express is an open design which suits a day's outing with friends as easily as it does a longer cruise. Her cockpit is raised to a level just five inches below the main salon to connect these two important social spaces, and the aft end of the house opens with a drop-down window and a swing door. That opens up the interior to the exterior in a lovely way.

In the galley Sabre uses Corian countertops, lots of real cherry wood and a Vitrifrigo two-drawer refrigerator-freezer combination. The drawers give ample space yet preserve counter space and also facilitate an open pass-through to the forward stateroom. Love that open feel! www.sabreyachts.com



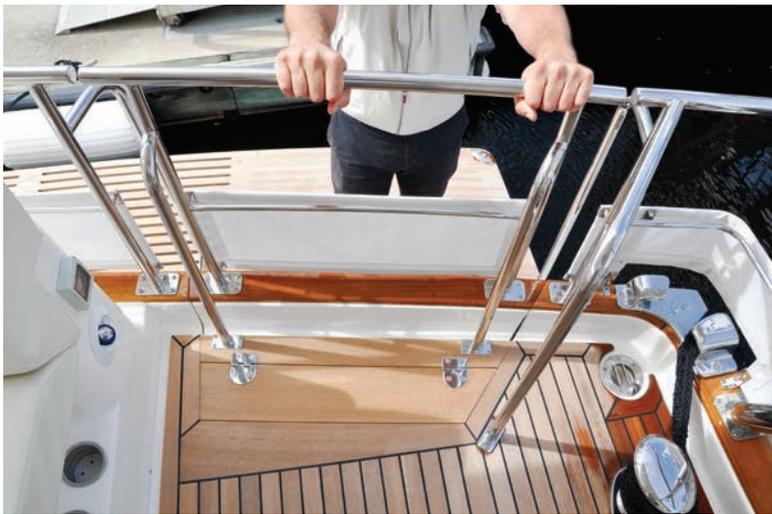
↓ The Sabre 38 Salon Express is the smallest of the Sabre line of yachts but the wonderful cherry wood interior and luxurious finish are timeless hallmarks of elegance.



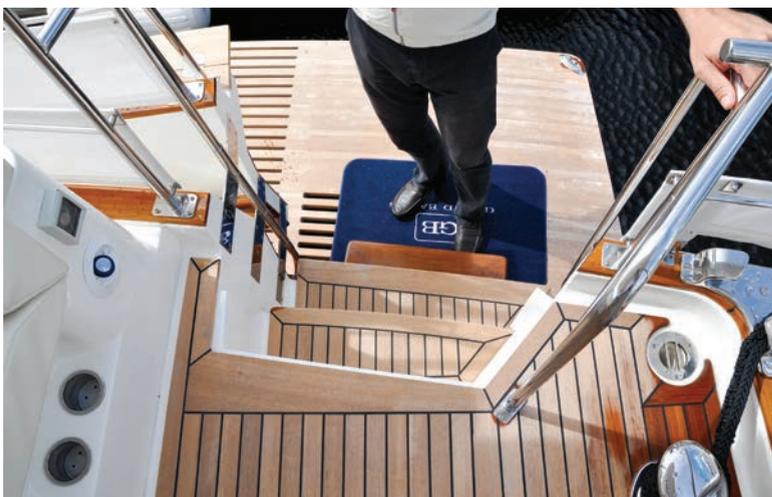
→ Sabre Yachts' marketing exec Bentley Collins demonstrates the capacity and convenience of the double drawer Vitrifrigo refrigerator-freezer combination.



➤ The Grand Banks 54 Heritage EU is a real “54” that measures more like 62’ in a nearly 18’ beam, when you include the swim platform and pulpit.



↔ The transom door is almost invisible with the gate closed, but when it is opened, the integrated stairs appear. The latch is electromagnetic.



↖↗ **GRAND BANKS 54 HERITAGE EU**

The 54 EU is the newest “Europa-style” model in the Heritage Series of trawler motor yachts from Grand Banks. It features a compelling blend of luxury, seaworthiness and craftsmanship in a three-stateroom layout with optional crew’s quarters, good fuel economy for long-range cruising capabilities and an extensive list of standard equipment.

This boat is much different from traditional trawlers and features a modified-V hull that delivers dry, seaworthy performance, solid tracking and confident handling. A large VIP cabin forward with queen island berth includes ensuite access to a head, which can also be entered via the companionway by guests using the third cabin to port. The large master stateroom is located amidships with a queen-size berth, abundant closet and drawer storage, and a head with twin sinks and separate shower.

While we liked numerous features on the 54 EU, as we first stepped aboard we were impressed with the transom door that is seamlessly integrated into the design and reveals entry stairs when opened. The door is secured with a neat electromagnetic latch system. Cool!

www.grandbanks.com

TOP: GRAND BANKS

↓ FOUR WINNS H190

Here is an exciting new model from Four Winns that features wild colours and rear-facing seats that are unique. These are neatly integrated into sun pad /engine cover. The port and starboard sections flip up for a rear-facing seat and down to become a sun pad. The swim platform is covered with a safe no-slip cover and the interior upholstery features a remarkable new “deflective” black and coloured material that stays cool by reflecting away the sunlight. Does it work? Yes—my autofocus camera could not focus on it!

Keeping up the high style, the floor carpeting continues the hull graphics and colours. Four Winns sells this hot boat with a 4.3 L V-6 stern drive that will deliver stellar performance plus the power to pull skiers and wakeboarders. It's a bowrider design with such neat features as a sport steering wheel, great helm position, hinged seat sections that lift to reveal storage areas, and those wild transom seats for swimming! www.fourwinns.com



↕ What a clever idea! This is the first time we've seen rear-facing seats on a boat this size. Neatly integrated into the sun pad /engine cover, the port and starboard sections flip up for a rear-facing seat and flip down to be the sun pad.



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BOAT SHOW!



➔ We shot the Chris-Craft Corsair 32 in the display at the Fort Lauderdale International Boat Show; stunning finish!



← CHRIS-CRAFT CORSAIR 32

What excited us when Chris-Craft launched their new Corsair 32 model at Fort Lauderdale was the newly expanded range of exterior options, including custom paint colours such as Cashmere Metallic (shown).

Chris-Craft Steve Heese told us about the amazing new paint booth and systems they had installed at the plant to be able to offer these new finishes. In their press release he said: "We are very excited about our new custom colour offerings for 2013, which include the ability to please the discerning Chris-Craft customer by building the boat to their exact specifications and we do this all in-house." The Corsair 32 is also available in three Heritage Edition Teak options with a choice of natural or varnished teak finishes as well as black or the new blonde, teak caulking.

The Corsair 32 is loaded with luxury appointments like a skylight that runs the entire length of the forward deck and is flanked by teak to allow for maximum natural light into the forward salon. The luxury interior cabin of the 32 comes with a choice of cherry or walnut cabinetry.

Check out the classic Chris-Craft tumblehome design and features like the large teak swim platform complete with hot and cold transom shower and easily accessible stowaway swim ladder when you get to the boat shows this winter. www.chriscraft.com

CHRIS-CRAFT



Enchanted islands: 32.



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SEA-RAY BOATS

➤ SEA RAY 510 SUNDANCER

As popular as express models and coupes have become in recent years, the space below decks has usually been dark because there was no way to bring light into the boat. Now, builders are

discovering that they can bond in special high-strength plastic hull-side windows.

The 510 Sundancer is one of Sea Ray's newest models and a great example of how big and bright these hull-side windows can be. During daylight hours,

it's much brighter and more pleasant in the cabin and really opens up the interior spaces visually as well.

If you see this boat at the shows, take a few minutes to check it out! www.searay.com



Photo Credit: Courtesy of SunSail

Sailing: wow!

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BOAT SHOW!



↕ CRUISERS YACHTS CANTIUS 45

One of the biggest improvements in boating comfort in recent years is the electrically extendable sunshade for the cockpit. The Cruisers Yachts Cantius 45 (also reviewed in this issue of Canadian Yachting on page 114) is one new design that offers this feature.

At the touch of a button, the sunshade glides out electrically to completely shade the cockpit area. You can deploy it partially or all the way, and typically these shades can be safely used when running, even at speed.

The obvious benefit is that everybody can get outside in the fresh air without having the level of sun exposure or heat that could otherwise spoil the day.

Look for this feature at the shows this winter.

www.cruisersyachts.com



↑ ← The benefit of the electric sunshade becomes obvious the first time you use it.

FABDOCK →

One of the best reasons for attending the boat shows is to find products or innovations that you wouldn't ever see without going. This one is actually a lot cooler than it looks. It's called the Fabdock and it's quite an amazing idea. You anchor it in your mooring space or at your cottage dock. When you deflate this, it floats underwater so you can drive the boat right in over top.

Once the boat is in position, press the button and the Fabdock electrically inflates all around your boat, even around rudders and propellers. It has a drain in the middle and effectively, your boat ends up sitting in its slip dry and protected by the ballistic-grade material of the Fabdock.

You will save money on maintenance by keeping your boat's legs, shafts and propellers dry, and your boat no longer requires antifouling paint, saving money there. With a fresh and clean bottom, your boat will go faster and you will save money on fuel. Best of all on new wake sports boats and valuable cruisers, keeping the bottom clean and free of algae and brown scum maintains the resale value of your boat. At about \$6,000 it's a reasonable investment, too. www.fabdock.com

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→ Unbelievable! Look closely and you'll see a little boat behind the "pilot" who is showing off to the Fort Lauderdale crowds.

JET LEV →

You're looking at a man flying the R200 Jetlev just off the docks at the Fort Lauderdale International Boat Show. This is an amazing outfit that's ideally suited to somebody who's always dreamed of being able to fly.

The R200 Power Unit is like a small boat that includes a 250 hp Rotax marine engine controlled by the R200 Jet Pack worn by the pilot. The Power Unit is connected to the jet pack by a large high-volume line delivering water from the Power Unit that's delivered through nozzles on the Jet Pack and controlled by the pilot. More thrust takes you up, less brings you down... It's unbelievable!

For a quick look at the Jetlev in action, check out this YouTube video at: <http://www.youtube.com/watch?v=7-KczCp0OQ4>

Now, what will you be doing this summer?!! ■



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Buying with a Yacht Broker

WHETHER YOU'RE A NEW BOATER OR AN OLD SALT, YOU HAVE MUCH TO GAIN BY TRUSTING YOUR BOAT SEARCH TO A KNOWLEDGEABLE PROFESSIONAL.

By William Kelly

I'M A BIT OF AN EVANGELIST WHEN IT COMES TO

BOATS—I believe that if you're lucky enough to live near water, salt or fresh, owning a boat is the true meaning of life.

I've never given up the faith, but after owning the same 35' sloop for 30 years, things had changed. With two teenage boys who had somehow grown big, the space aboard *Sway* had grown small. On rainy days, especially around dinner hour, the scene on board was right out of *A Night at the Opera*, when the Marx Brothers and half the ship's crew try to fit into a small cabin. We thought about buying a cottage to enjoy island life or getting a bigger boat. The boat won—it was really no contest.

So began our long journey to buy a bigger boat. Although I had chatted with numerous brokers over the years at boat shows, I'd never dealt directly with a broker when it came to buying a boat. The first boat I bought was from an individual and the second was from the boat manufacturer. When it was time to start calling brokers, I was open-minded. The first two or three I spoke with were very helpful and obliging with information about specific boats. Although I ran into other brokers who were less forthcoming and helpful, my overall experience was positive.

In a meeting with broker and yacht designer David Walters of Fort Lauderdale, he asked what stage of the hunt I was at. Curious question, I thought. How hard can it be to buy a good boat? I had been looking for a couple of months and thought I was closing in on something. But Walters was right. It took almost two years of looking at boats in Canada and the US before we finally had a deal on the boat we wanted—a Tayana 48 in San Francisco.

Before you contact a broker, do some serious thinking about what you want in a boat and what kind of boating you hope to do. Beyond choosing power or sail, think about where and how you plan to boat or cruise; the size of boat you need; accommodations and amenities for you and your partner or family, as well as guests; and of course, your budget for the boat and associated costs such as moorage, insurance and maintenance.

If you're an experienced boater, you may already know the answers to these questions—you may have been thinking about them for a long time, in fact. If you're a newbie, even a general idea about the kind of boating you hope to do will give your broker a starting point from which they can steer you toward the right boat.

In our case, we were looking for a centre-cockpit sailboat with a generous aft cabin and a traditional teak interior. I'd never really been a fan of centre-cockpit boats but designs had improved in the '90s and usually included a great aft cabin with ensuite head. I preferred a draft of about six feet, ideal for access to the small anchorages Anne and I like to visit. This sort of boat is rare in BC so our search focused mostly in the US; our BC broker never stopped digging up prospects for us, mostly on the West Coast.

THE RELATIONSHIP

The broker-client relationship really starts with trust—you cannot work with someone who doesn't understand what you want in a boat if you're buying, or know the market for your boat if you're selling. Pat Sturgeon, who owns a brokerage in Mississauga, has been selling boats for more than 30 years and his advice for a buyer is to visit a number of brokers ▶

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➔ Broker Dave Worland of Vancouver is a member of the Certification Advisory Council of the Certified Professional Yacht Brokers, which promotes cooperation and professional standards among brokers.

and get a feeling if there is a potential for a relationship.

“The process is sometimes long but once you establish that the person you go with to see boats is the person you are most comfortable with and trust, then you can rely on his or her advice on which model of boat best suits your needs and budget,” he says. “Keep in mind that almost all brokers will work with each other on a split commission basis, so you don’t need to switch from broker to broker depending on the location of the boat, even if it’s in Europe. We all work together.”

Jack Pady of Pady Marine in Penetanguishene, Ontario says establishing a relationship with a broker can require some good, frank conversations. For sellers, it may be difficult to accept the reality of parting with a long-owned boat for a price that reflects hard market realities. For buyers, it might be reconciling expectations versus budget.

Brokers also face the challenge of convincing sellers to ensure that their boats are always presentable and ready to show: clean and cleared of personal effects that aren’t part of the sale.

Dave Worland of Vancouver’s Grand Yachts says that, assuming it’s in decent condition, a boat only needs three things to show well: “To be clean,

clean and clean.”

“The client often includes the willing-yet-reluctant spouse,” says Worland. “The first hint of mustiness or odor coming from the bilge or heads will turn off a buyer quickly—cleaning a boat is an inexpensive yet effective part of preparation.”

Worland is one of two BC members of the Certification Advisory Council of the Certified Professional Yacht Brokers, a North American organization that promotes cooperation among brokers and a professional standard of conduct. The work of CPYB and related organizations such as Boating Ontario Dealers and the BC Yacht Brokers Association has helped ensure the boat industry remains fairly healthy in North America despite the prolonged recession.

Brokers look for boats all over North America and, because the Canadian and US dollars are at par, the deals can now be in Fort Lauderdale or down the street. If the deal involves a local broker and one in another province or in the US, the process will probably go a lot smoother if the brokers are both members of CPYB, largely because of the certification process and agreed-upon code of conduct.

“If the other broker on the deal is

CBYB-certified then the outcome is more predictable, and certainly the comfort level is better for both parties,” says Sturgeon.

The certification process that many broker organizations now employ resulted from efforts by the BCYBA over 25 years ago, when brokers in that province began to lay formal groundwork for the selling of boats. BCYBA president Kevin Pritchard says his organization was one of the first to develop courses and a test for prospective brokers.

“We had to try and organize the industry here before the government decided to regulate it for us,” says Pritchard. Out of those efforts brokers agreed on rules of conduct, common paperwork, separate trust accounts, and a course and exam so comprehensive it became the template used by many other yacht brokerage organizations in North America.

THE SEARCH

Scouring yacht magazines and visiting online listing services is part of the fun of finding a new boat, and over time it can help the buyer learn a lot and make good comparisons of models, equipment and price. It also saves time for client and broker because it helps the client identify the type of boat ▶



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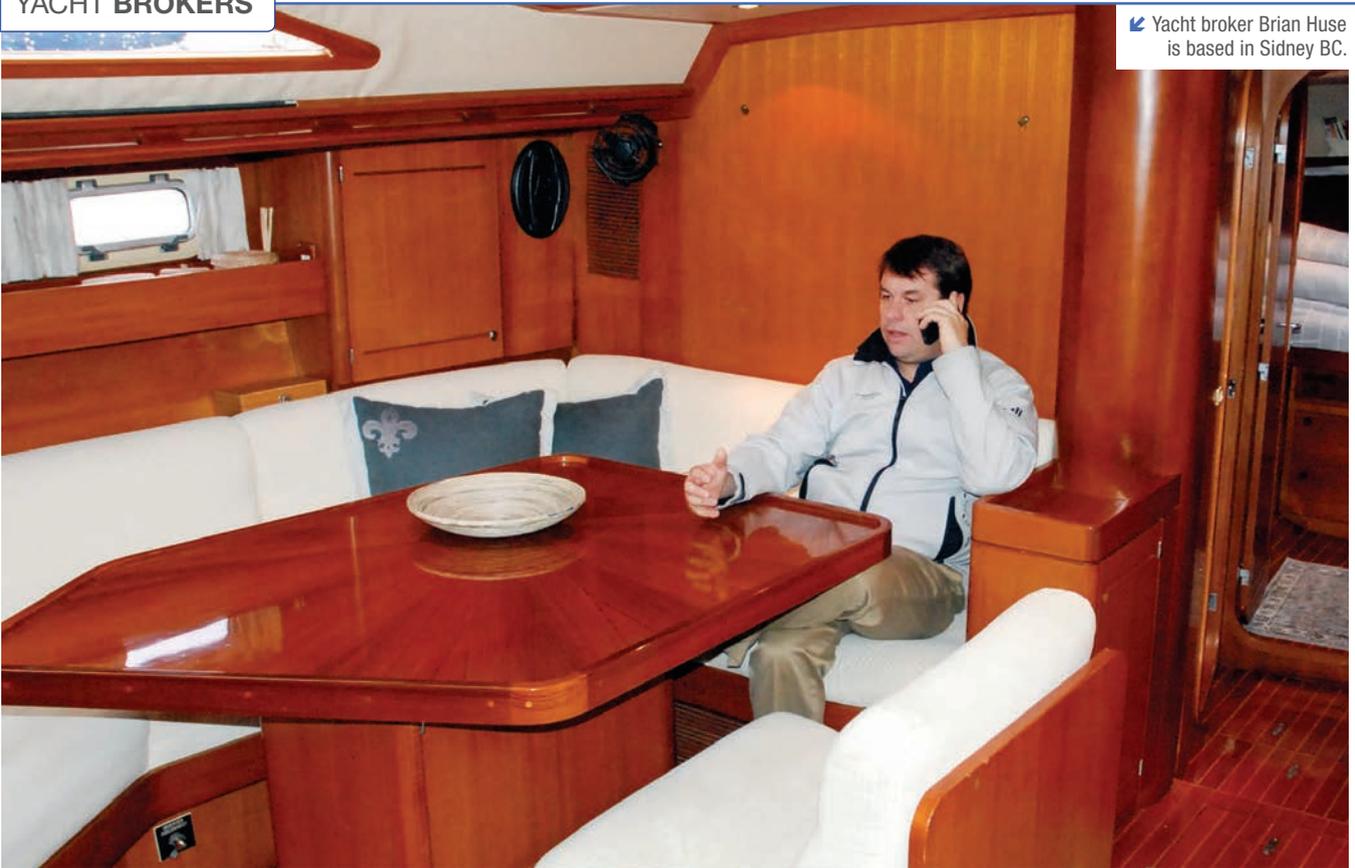
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they are looking for and narrows the selection so the broker can find the right boat at the right price.

“There used to be a time when I would stand on a boat in a yard and call my client and tell him I was standing on his next boat,” explains Sturgeon. “Now there are too many boats on the Internet for a broker to weed out. It’s just not practical to ask your broker to scour the Internet as much as you want. I suggest that the customer send links to the boats that interest them, then let the broker contact the listing broker and find out if the boat is worth pursuing for the client.”

Worland says that while a broker needs to know boats, it’s also critical they know people.

“You have to be very direct with your client about what they are trying to achieve in their boating experience. Don’t try and sell your client a performance boat when what they really want is comfort.

“I try and look at everything about the client. If the person drives a Porsche it doesn’t necessarily mean they want a fast boat. It might be a reflection of the person’s values such as engineering, quality and status.”

If, as a buyer, you find a boat listing you like on the Internet, print it out before your broker talks to the listing

broker. Your broker should then try to get as much information as possible about the boat’s condition and equipment, including high-resolution images of the exterior and interior of the boat so you have the best picture possible of the boat’s overall condition.

THE DEAL

Once buyer and broker have located boats that fit the bill and are worth looking at, the broker is responsible for arranging the key steps in the purchase process: initial inspection, offer, survey and sea trial, removal of subjects, documentation and closing. A broker will ensure all of this gets done—and remember that the seller pays the brokerage commission, not the buyer.

In general, brokers agree that condition trumps equipment. Equipment can be replaced but a boat in poor shape is much more of a challenge for a buyer. Brian Huse of Freedom Yachts in Sidney, BC says buyers will almost always gravitate to the boat in good repair with the expectation it will pass survey. Because of the cost and time involved in this step, this can be a significant hurdle. It’s the moment when buyers and sellers should expect brokers to earn their commissions by sorting out deficiencies when emotions can run high on both sides.

“The vessel should survey with no immediate need for repair, modification or service. If the boat is found to need immediate attention, the cost to remedy is typically covered by the seller in full,” says Huse. “This is simply because if the vessel is found to be in not usable condition, the seller has to fix the problem before the boat can be sold to anyone.”

Huse makes important points about deficiencies and the timing of bringing them into the negotiation process: “A buyer has the right to expect a newer boat to be in better condition with less wear and tear. If the boat is represented as turnkey and the negotiated price reflects this, then the buyer has a right to expect the seller taking a greater role in funding the costs to resolve any deficiencies.”

If the buyer brings a list of issues to the seller at the time of an offer, the seller can assume the buyer has taken these into account and will not later ask for a concession on the price. But serious issues that arise from a survey after a price has been agreed upon should be up for negotiation. The buyer should have a good idea (such as repair estimates) of the cost of remedying deficiencies. If the repair adds to the value of the boat, the costs may be shared by the seller ▶



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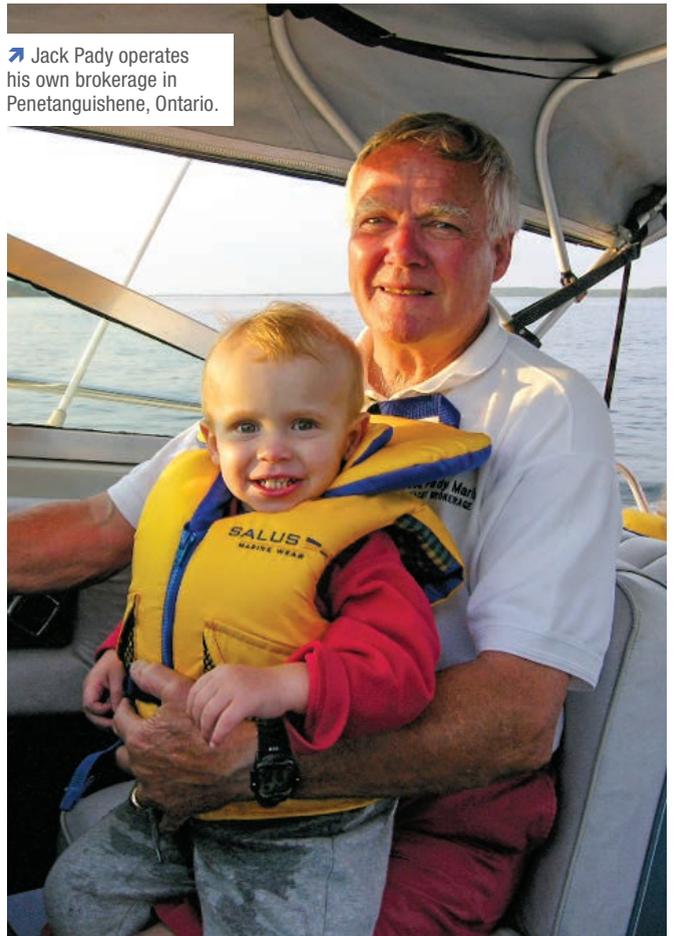
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➔ Jack Pady operates his own brokerage in Penetanguishene, Ontario.



and the buyer, explains Huse.

The buyer really only has power up to the point of removal of subject clauses, so it's important to go over the boat specifications and the surveyor's report very carefully with your broker. If there is an issue that could be a deal-breaker, brokers will bend over backwards to sort it out rather than lose a deal and commissions.

Looking at boats is usually the fun part of a boat search. But because there is much at stake for both seller and buyer, the actual purchase process can have its challenges and anxieties. The support and guidance of a knowledgeable and trusted broker can smooth out the process and ease the anxieties—to help you launch a rewarding boating experience. ■

TIPS FOR BUYING WITH A BROKER

- Think about what you want in a boat before you start.
- Take time to locate a broker you're comfortable with.
- Be frank about your expectations—and your budget.
- Do some of your own searching—let your broker make contact when you see a boat you like.
- Be thorough when you inspect a boat—take photos and notes you can consult later.
- Rely on your broker's advice on pricing and offers—they do this all time.
- Approach sea trial and survey with an open mind—they rarely uncover deal-breakers.
- Consider the surveyor's report carefully—let your broker guide negotiations over any deficiencies.
- When the perfect boat is yours, buy your broker a drink!

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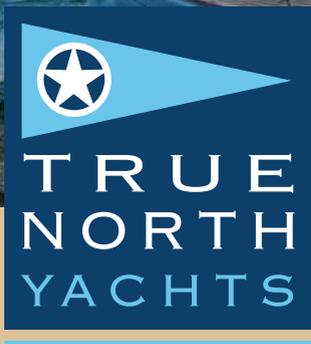


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NEW PRODUCTS

By Robert Buller



SCOTTY TRAP PULLER

Scotty has a winner with their new trap puller. Fitting into a standard Scotty gunwale mount, this puller will haul up about 100 lbs, enough for up to three prawn traps and perhaps two crab traps. The 12-volt high-torque motor draws only about 15 amps. With a horizontal windlass and an extension arm and directional pulley, it is

easy to mount and use. It can also be dismantled when it's time to switch to a down-rigging fishing system. Finally, fishing and trap gear on one mount. About \$500. www.scotty.com. ■



3M 90-DAY DUCT TAPE

Just when we thought there was nothing new in duct tape, the original inventor, 3M, has developed one that has an extended 90-day life in direct sunlight. Users will admit that, for all its usefulness, traditional duct tape will lose its effectiveness if left outside. Ultraviolet rays are the culprit and they will soon destroy the backing of other duct tapes, leaving them useless. This new longer-life tape will give an honest 90-day outdoor life. In red only, about \$10 per roll. www.3M.com. ■



MUSTANG MIT 100 INFLATABLE PFD

Mustang's newest inflatable, the MIT 100, shows the continued product improvement that we have come to expect from Mustang. The fabric is lighter and has some stretch content that makes the PFD 20 percent lighter and more comfortable to wear. The fold-up design is better with only one Velcro closing flap on each side that is easily opened for pre-use inspection. The arming mechanism and the auto-inflate are instantly visible and the wearer can ensure its safe operation quickly. With improved reliability, lighter weight and more comfort, there is no excuse not to wear one! About \$190 for auto and \$160 for manual inflate.

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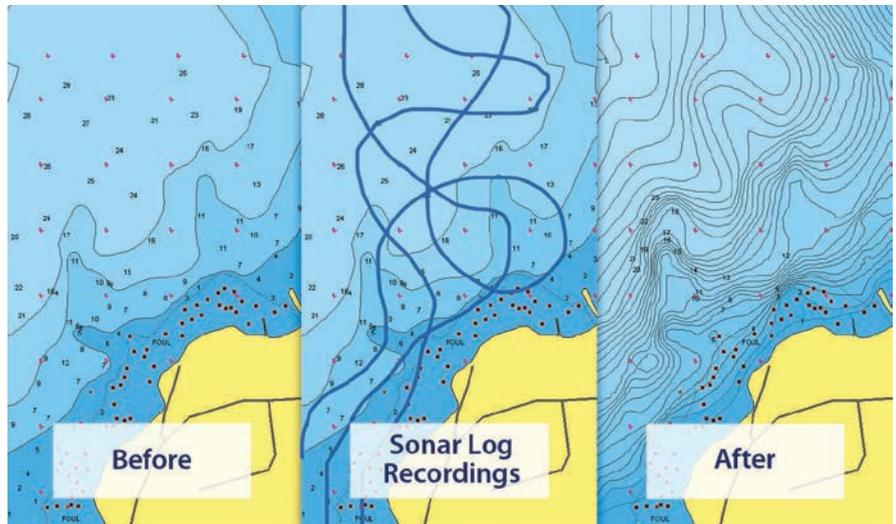


NEW PRODUCTS



KANNAND SAFE-LINK R-10

Kannand of Britain has launched a personal safety device that triggers an AIS signal instead of a typical distress call on the 406 MHz band. The Safe-Link R-10 is a very compact device that is designed to be mounted on the manual inflator hose of a collar-style PFD. Once armed at the start of a watch or a cruise, it will be triggered by a quick downward pull of the attached lanyard. It will then transmit its AIS signal with updated GPS coordinates over a range of up to four miles, and will operate for up to 24 hours. This is an excellent "person overboard" device at a reasonable price of about \$420. www.kannandmarine.com. ■



NAVIONICS SONARCHARTS

Navionics has greatly improved the resolution of its electronic charting of underwater landforms with new high-definition data that draws true bottom contour lines. Created by integrating existing hydrographic data with sonar logs received from the extensive Navionics user community, these new SonarCharts provide up-to-date detail with a level of accuracy not previously available. This new software is compatible with Platinum+ cartography packages for iPad and iPhone at retail prices of \$5.00 and \$10.00 respectively. A beta version is now being field-tested for their WebApp packages and should be widely available shortly. www.navionics.com. ■

DR. LED FESTOON BULB

There is no end of LED lights available now, entire fixtures as well as replacement bulbs. But Dr. LED's new 360-degree festoon bulb replacement caught our



attention recently because it is an excellent replacement for the bulbs found in established Perko navigation light fixtures. There are thousands of such navigation light systems installed and the Dr. LED festoon is designed to replace the Perko Fig 71 bulb. This festoon meets government regulations for all-around shine with a minimum of two-nautical-mile visibility. About \$20. www.drled.com. ■



CAFRAMO HATCH-MOUNT FAN

Recognized for innovation at the recent International Boatbuilders Exhibition, Caframo's new under-hatch-mounted fan is a terrific addition to sail or powerboats alike. Using manually activated suction cups the new Taku 12-volt fan will mount under all makes of deck hatches that are at least 16 inches in width. The fan unit itself pivots and is also hinged so it can blow in almost any direction, either exhausting air or blowing fresh air inside. Like other Caframo products it is made from corrosion-resistant ABS plastic and draws a modest 1.5 amps at its highest speed. About \$200. www.caframo.com. ■



CAPTAIN PHAB ALUMINUM MAGIC CLEANER

We have always been impressed with the Captain Phab line of cleaners (the Purple Power Cleaner and Black Streak Remover both tested very well in our onboard trial last year). They have a new cleaner designed just for aluminum,

which so easily oxidizes and turns grey and powdery in our environments. The new acid-free Aluminum Magic and its partner Aluminum Brighter gel are just what boaters need to keep those aluminum bits looking clean and ship-shape. \$20 for a 22-oz sprayer. Check out the rest of their extensive line of quality cleaners at www.captphab.com. ■ ▶

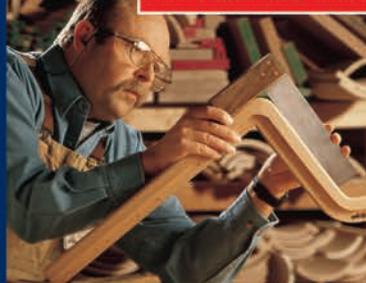
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NEW PRODUCTS



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With the rapid proliferation of smart phones and portable electronics that all need to be recharged, the engineers at Blue Sea have created a simple dash-mounted 12-volt fitting that has two separate USB receptacles for recharging. It is also available in a standard cigarette lighter adapter plug for boats with that fitting available. Cost is about \$25. www.blueseas.com. ■



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Fresh water freezes in winter so what do you do when you need water all winter? Recognizing this need, Paulin & Co. developed just the product, an electrically heated garden hose. With heating elements fabricated right into its walls, the 5/8-inch hose has its power supply through an electrical cord at the supply end. It can be set to operate automatically and turn on at 45 degrees F (7 degrees C) and off at 57 degrees F (14 degrees C) or higher. The hose itself is drinking water safe and is electrically grounded for safety. If fresh water is needed year-round this is the hose to use. In lengths from 12 to 100' at retail prices from \$110 to \$300. www.hpaulin.com. ■

BENNETT SLT TRIM TABS

Bennett, a well-regarded manufacturer of hydraulic trim tabs, has recently introduced "passive" trim tabs that do not need power. These are available in six-inch width for boats 10 to 14', and in 10-inch width for boats 14 to 20'. Using only unpowered hydraulic actuators of Bennett's own design, these tabs will provide bow-down control at speed, at prices below \$200, much less than their powered siblings. www.BennetTrimTabs.com. ■





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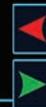


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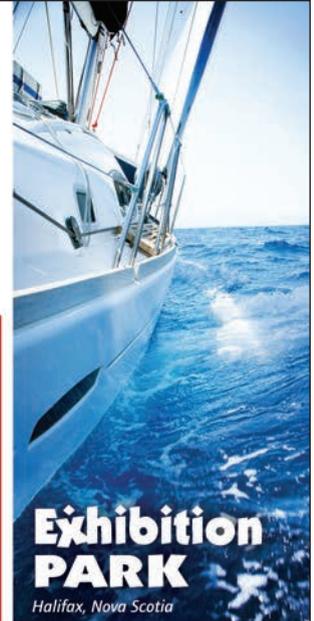
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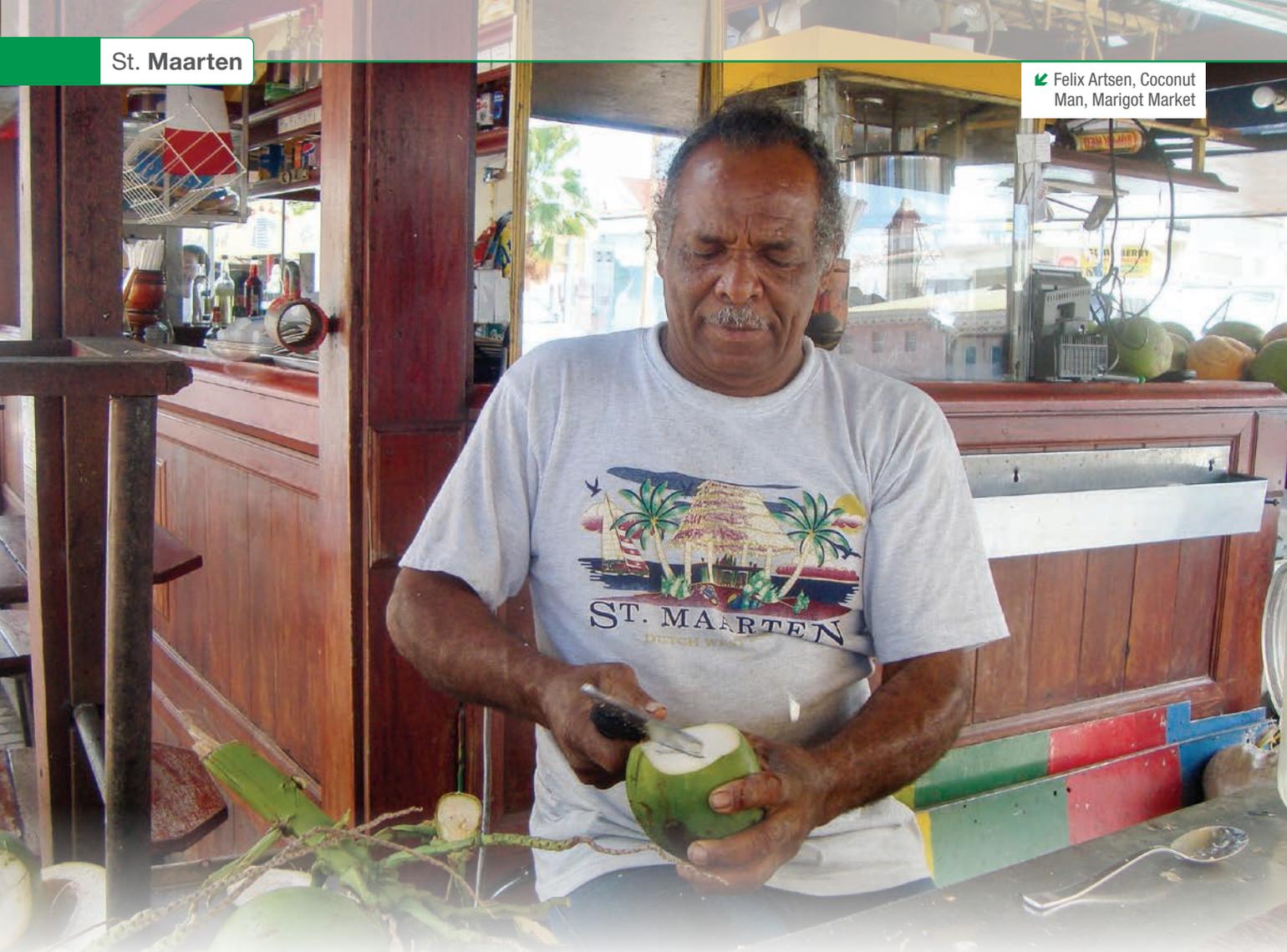
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Tempt Your Taste Buds in St. Maarten

Story and Photographs by Melody Wren

ST. MAARTEN IS ONE OF THE TINIEST ISLANDS IN THE CARIBBEAN; for its 37-square mile size, it packs a huge punch in tourism, with duty-free shopping, 37 beaches and 325 restaurants. With so many places to eat, you can find a wide range of cooking styles and ethnic food, including French, Italian, American, Mexican, Indian, Indonesian, Japanese and Chinese. St. Maarten boasts the highest concentration of fine restaurants per square mile in the entire Caribbean—don't forget the roadside stalls with their focus on local farm to fork. Their offerings are authentic Caribbean and downright delicious.

COCONUT MAN

Felix Artsen and his son, Jermaine, have been in the same location for 13 years serving up shakes and juices made on-the-spot when you order; you couldn't get any fresher than that. The most requested is the coconut and sugar cane juice shake—all natural, all the time. While there, check out the market stalls for light-as-a-breeze cotton tunics, beach cover-ups in stunning colours, and beautiful handmade jewellery with touches of silver. Shop carefully and swerve the mass-produced tchotchkes (knickknacks), and be sure to barter. Keep a look out for Laramar—a light, water-blue turquoise-coloured

 Check out the Coconut Man's menu...lots to choose from.



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stone that, sadly, is quickly disappearing. (The last mine is in the Dominican Republic; if you see something that grabs you, snap it up while you can.)

Melody's Pick: Try the coconut shake!

PEDRO'S

At Orient Beach there is a lot to see. It is probably the most developed, most popular and the busiest beach on the island; Orient Beach is likely the most famous beach in the entire Caribbean because this beach is St. Maarten's foremost swimsuit-optional beach.

Even so, Pedro's takes priority. Walking toward Pedro's food stall, the smell of barbeque hooks you in and pulls you directly to the best ribs on the beach. Served with chicken and that ever-delicious Caribbean combo of rice and peas is a lip smacking deal at \$14. A view of the sea and sand, a drink in your hand, and the best ribs ever on your plate—could it get any better?

Melody's Pick: Always the finger-licking ribs!

I-TAL SHACK

Rasta Bushman gives new meaning to self-sufficiency and organic farming. In a country that is largely an import society with little emphasis on farming, Ras Bushman, as he is widely known, turned the stony, steep hills above his I-tal shack café into a food lover's dream. Bushman began growing and serving I-tal (vegan-type) cuisine under a tree over ten years ago; it is the only organic café in St. Maarten.

In this colourful café, Bushman explains that the Rasta way of living is generally referred to as I-tal—"I-tal is Vital"—to a healthy life, offering up the closest to vegan cooking, using no chemicals or packaging. Behind him, his wife, Ras Liza cooks up the daily specials; Rotis, Patties, lentil pea stew, and I-tal soup served with fried plantain. Even if you aren't a vegetarian, everything made in the tiny kitchen is scrumptious, sometimes with a hint of spice, and always fresh from the garden.

Melody's Pick: Whatever Bushman suggests or the special of the day along with Sorrel juice which is surprisingly tasty, fruity, not too sweet, in fact, a little sour with a spicy twist.



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➤ One of the 37 beautiful beaches in St. Maarten. Explore them all.



➤ Leno welcoming you to Pedro's for the best ribs on Orient Beach!



➤ Rasta Bushman gives new meaning to self-sufficiency and organic farming.



➤ Don't you just want sink your teeth right into that lobster served up by Johnny B Under the Tree?



FAST FACTS

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JOHNNY B UNDER THE TREE

At both locations, the most popular dish is a toss-up between lobster and ribs; both served with the ubiquitous rice and peas for \$14, the perfect barbecue nosh after a day on the boat.

Melody's Pick: Go for the lobster!

With so many restaurants on one small island, it would be a downright shame not to dress up and try some of the best.

TEMPTATION

For the night you want to treat yourself, dress up and celebrate, Temptation is the place to go. The devil is in the details, rosemary sprigs tied with raffia

on the napkins, the tinkling of the ivories on a grand piano in the corner, with the atmosphere to match, so much so, I expected Frank Sinatra to saunter in at any moment. Menu items were so detailed that my mouth watered while I waded through the multitude of choices. Just when I thought I knew what to order, a second menu arrived with a focus on steak and sushi.

Melody's Pick: The Crème Brûlée

Quartet: OMG! Vanilla bean with kumquats, berries, pistachios with chocolate pop rocks served in perfect taster sizes for sampling and sharing (I don't think so!). ▶

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St. Maarten



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BIG FISH

Big Fish is the catch of the island, rising to the surface every time. The simple, sleek sophisticated interior is a stark contrast to the warmth and friendliness of the staff who make you feel right at home—and no request is too much. The dazzling all-white décor means the focus is on the food, exactly where it should be. Specialties are local grouper, red snapper or kingfish served with a choice of lobster, dill, or creole sauce. Ozzie, the head waiter with a mischievous smile, has been serving here for over seven years. Servings are generous, but I didn't want to waste one bite of the perfectly-cooked grouper with rice, and a scrumptious mixed salad topped with dried fruit. Without asking, Ozzie brought two desserts for those with the space for it, and added nine spoons for the rest of us.

Melody's Pick: Grouper with dill sauce.

Even though most people go to St. Maarten for sun and sailing, they leave praising the cuisine. Whether you enjoy dining on bone china in one of the many upscale, on-trend restaurants or off a paper plate at the island's many lolos (roadside barbeque stands), the culinary options appeal to every palate. ■

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The regatta is a fantastic sailing event for every skill level—from cruisers (who can easily charter a boat) to professional sailors.

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www.heineneregatta.com

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BOATING ED

WHETHER YOU'RE A NOVICE OR AN EXPERIENCED BOATER, NOTHING HELPS BUILD COMPETENCE AND CONFIDENCE LIKE BOATING COURSES AND INSTRUCTION.

By Larry MacDonald

THERE'S NOTHING LIKE being out on the water, spending time with family and friends, letting the wind fill our sails and whisk us away to new adventures. Or if power is your preference, casting off and throttling up to catch a few waves or discover a new destination.

Just as boating can be a lifelong pastime, learning on the water never stops, whether you're just getting started or building your knowledge and skills to increase your competence as skipper or crew. Without a doubt, a more competent boater is a safer boater. But feeling more competent also boosts our confidence and our pleasure in boating. Building new skills can be thrilling and satisfying whatever your age or experience. And a course in seamanship or navigation might be just the ticket to help you pass the long months until boating season rolls around again.

GETTING STARTED

There are lots of books, DVDs and other self-study resources available but a classroom is really the best place to begin learning about boating. The use of standardized and

internationally recognized course materials, access to knowledgeable instructors, and interaction with other students are invaluable in the learning process. The Canadian Power and Sail Squadrons offer introductory boating courses that cover safety, seamanship, weather, rules of the road, useful knots, and many other aspects of boating. At the end of the courses, those who successfully pass the written exams receive certificates, membership in CPS and the Pleasure Craft Operator's Card (PCOC).

All operators of motorized watercraft are required to carry a PCOC unless they have proof of having taken a boating-safety course prior to April 1, 1999 or, for rental boats, have completed a rental-boat safety checklist. The card can also be obtained by successfully completing a Transport Canada-accredited test, which is administered online, at boat shows and through various organizations such as CPS, Sail Canada, the International Sail and Power Academy (ISPA) and other providers.

In addition to CPS, many yacht charter companies also offer introductory courses which may combine



Hands-on experience complements classroom training in the cruising courses offered by many sailing schools and charter companies.

classroom instruction with on-water training. You can start your search for courses like this in the yacht charter ads in this magazine.

CHARTER BOATING

When I was an instructor of the CPS Boating Course, students often asked me about the qualifications required to charter a yacht. I would tell them to take a few more classroom courses and get some on-the-water training – and that usually led to more questions: “What additional courses should I take? Do I need some sort of certificate? Where can I get on-the-water training and how much is required?”

Since every charter boat is required to have a marine VHF radio, and the law requires you to have a VHF Restricted Radio Operator’s Certificate to use it, taking a marine radio course is a must. CPS and some charter companies offer this course, in which you’ll learn proper radio protocol and procedures for making urgent and distress calls, locating weather information, and communicating with other boaters, marinas and other shore facilities.

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↗ “Cruise and learn” courses offer a great opportunity to learn while cruising under a qualified instructor. ↘ Learning skills like piloting usually starts in the classroom.



A recent improvement in marine radio technology called Digital Selective Calling (DSC) allows the radio operator to transmit a digital signal to all nearby vessels and the coast guard. When connected to a GPS receiver, this distress alert will send both accurate position coordinates and information about the vessel. Even if you've taken a marine radio course, you should consider enrolling in the CPS-DSC module to familiarize yourself with this new technology. Most marine radios now include the DSC feature.

With a Boating Course Certificate, PCOC, and Radio Operator's Certificate, you're on your way toward meeting the minimum qualifications for chartering. Your next step is to supplement your classroom learning with on-water training, either as part of an introductory cruising course or on a “cruise-and-learn.”

On a cruise-and-learn, a group of students spends a weekend, a week or more on a cruising boat under the guidance of a qualified instructor,

learning as they cruise. Many charter companies offer these hands-on courses—you can choose a sail or power course, depending on your interest and chartering intentions. In either case, you'll appreciate having some theoretical knowledge prior to participating in real-life situations such as close-quarters maneuvering, docking, anchoring, navigation, crew overboard, and other practical skills. Typically, at the end of the cruise you'll receive a competent-crew certificate indicating that you are able to perform these various skills to the satisfaction of your instructor.

At this point, you'll have the minimum of classroom instruction, on-water training and certificates usually required to charter a cruising boat on your own. If you desire more knowledge and experience, consider going on either a skippered or flotilla charter. On a skippered charter, an experienced skipper is responsible for the safety of the yacht and you can participate and learn as much as you like. On a flotilla charter,

you're in charge of a yacht but a qualified skipper is on a nearby boat to offer guidance and assistance as required. An excellent website for locating various charter companies which provide such training in Canada or worldwide is www.yachtcharterguide.com.

Few things in life will give you a greater feeling of accomplishment than becoming a competent skipper. Imagine the satisfaction of setting your own course for a distant port and relying on your newly acquired nautical and navigation skills to arrive safely and anchoring securely in a picturesque bay.

SPECIALIZED INSTRUCTION

Other types of instruction can be tailored to the specialized needs of students such as:

Youth – Although adults make up the majority of students in CPS boating courses, teenagers can access the CPS Boating Basics course to learn vital information and obtain their PCOC. On-water experience for youngsters is provided by a number ▶

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*— Chris Fertig, Team Statement
Bermuda Challenge participant*

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of boating clubs (www.dmoz.org/Recreation/Boating/Sailing/Clubs/North_America/Canada/).

Women – Two BC companies, Cooper Boating (www.cooperboating.com) and Herizen (www.sailingforwomen.com), are among a number of charter firms and sailing schools that offer unique cruise-and-learn courses designed by women for women. These courses are designed to help female students build confidence and overcome some of the challenges they may find in boating with partners or in mixed crews.

Sailors with Disabilities – The Disabled Sailing Association of BC (www.disabilityfoundation.org/dsa/) in Vancouver offers programs for people with physical disabilities. Instruction is provided for first-time as well as experienced sailors, with opportunities for recreational and competitive sailing in boats equipped to enable sailors to overcome physical challenges. The aim of DSA is to increase the independence, motivation and quality of life for both children and adults with disabilities.

Individual Instruction – Novices and experts alike can speed up their learning curve with some one-on-one time with a qualified sailing or powerboating instructor. This can be especially helpful if you've just acquired a new or larger boat and need help learning how to manage it. The instructor will take individuals or couples out on the instructor's boat or their own and guide them through boat handling, docking, pre-start preparations, maintenance and other essential skills. Yacht brokers and dealers as well as charter companies and boating schools can help you locate a suitable instructor. If you search online, look for instructors with good references and recommendations. ■

BOATING EDUCATION RESOURCES

Canadian Power and Sail Squadrons

CPS is a nationwide organization of boating enthusiasts, mostly volunteers, whose aim is to increase on-water safety by providing classroom instruction in all aspects of boating, both power and sail. Nearly 200 squadrons in Canada offer an introductory boating course called Boating Basics for those seeking their Pleasure Craft Operator's Card. This course can be followed by a more in-depth introductory course called Boating Essentials, which leads to regular membership in CPS. Advanced courses for members include Seamanship, Advanced Piloting, Junior Navigator and Navigator. Elective courses and seminars available to the public include Marine Radio Operations, Boat and Engine Maintenance, Sailing, Extended Cruising, Weather, Navigating with GPS, Electronic Charting, Radar and Distress Signaling.

www.cps-ecp.ca

Sail Canada

Member agencies such as yacht clubs, sailing schools and certified individuals offer a wide variety of internationally recognized boating courses from beginner to expert. They also offer boating programs tailored to the needs of youngsters, women and people with disabilities. Many charter-company instructors are certified to Sail Canada standards.

www.sailing.ca

International Sail and Power Academy

The ISPA, through individual instructors, schools and member agencies, provides a range of instructional programs in a building-block format, which can be done either as home study or in a classroom, followed by a practical component with an emphasis on the safe and skillful use of sail and powerboats. Their books and courses are designed for students to learn at their own pace. ISPA instructors are professional mariners, not volunteers, and work with many charter companies.

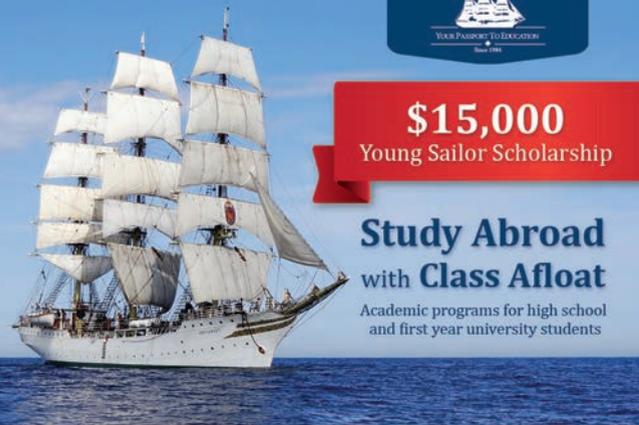
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The Port Hole

WINTER 2013



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Photo: Don Butt, AP



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

According to most reports, Hurricane Sandy was 1,000 miles wide by the time it was through with the north-eastern section of the United States. That's 1,609.344 km.

From Calgary to Winnipeg is 1,336 km. From Charlotte-town to Toronto is 1,724 km. From Montreal to Thunder Bay is 1,693 km. From Vancouver to Saskatoon is 1,677 km.

I cannot visualize a storm that hits the British Columbia coastline, heads over the Rockies, crosses the Alberta foothills, and, finally, takes a bite out of the Saskatchewan prairies. I just can't see it happening. Or, as David Phillips, Canada's weather guru, said during the conference, "Our approach has been to look at past performance but the systems are no longer there. Climate is changing too rapidly."

One objective, and horrific, look at the danger of planning on the basis of past performance might be the sinking of H.M.S. Bounty, a replica tall ship built in Lunenburg for the 1962 Mutiny on the Bounty movie.

Faced with hurricane forecasts, the knowledgeable and experienced captain, saying that a ship at sea is safer than a ship in port, plotted a course designed to avoid the effects of the storm. However, three days later, 260 km west of the eye of Hurricane Sandy, the ship went down in high winds and huge seas. One crew member is dead and the captain is still missing.

David Phillips also talked about the problems facing a culture that has always depended on knowing weather patterns. In the North, he said, ice is melting. "There is more Search and Rescue because the Inuit people can no longer read the ice. The elders are going hunting on water that is foreign to them."

Scientists began to talk loudly and insistently about global warming and climate change in the 1970s. So, asked half the pundits at the end of the American presidential election campaign, why weren't Barack Obama and Mitt Romney talking it up? Simple answer, said the other half of the pundits. Nobody wanted to hear about climate change.

Not the people, and not the media. Knowing would call for change, and humans resist change.

Until Hurricane Sandy. Until a storm path that was 1,000 miles wide. Until 110 deaths (as of November 6). Until storm surges, destroyed buildings, flooded communities, fires, power outages, and a clean up and repair bill that doesn't bear thinking about.

One example, from an article by Curtis Morgan from the Miami Herald, written as Americans on the east coast were beginning to realize the impact of the storm: "In Miami Beach, city commissioners are considering a \$206 million overhaul of an antiquated drainage system increasingly compromised by rising ocean water. Sea levels that have risen by eight inches over the last century have slowed the flow of runoff into the bay, producing prolonged flooding in low-lying streets after big storms. During extreme seasonal high tides, like ones this week, the drainage system does the reverse – conveying salty bay water onto streets. The city's plan calls for more pumps, wells to store storm runoff, higher sea walls and back-flow to block ocean and bay water from rising into streets."

And that can be done, with enough money and time. Lives that are lost, on land or at sea, are lost forever.

"The ice at the top of the world is the refrigerator for the planet," said David Phillips. "Our strange weather can be directly related to the ice melting. In our day, today, there are weather changes. If you change the climate, you change the weather."

And that has profound implications for seasoned pleasure boaters who rely on their accumulated past knowledge to judge how the local weather will work today. When storms can reach across 1,000 miles, our past knowledge is not going to help, on or off the water.



**Carolyn Reid SN, National Training Officer,
Frenchman's Bay Power and Sail Squadron**

STEERING A COURSE THROUGH THE TRAINING DEPARTMENT

As we all know, CPS is a leading educator of boaters in Canada. We are offering 23 different courses this year. Have you ever thought about the number of amazing people in our organization who give of their time and skills to make this all possible? The next time you hold a CPS text in your hand consider this description of the time and effort of the many volunteers who made it possible.

First, the concept of a course must be studied by the members of our Curriculum Committee (five members) to decide on the continuity and practicality of the concepts as they fall within our courses. Learning objectives must be set, both for the student and the instructor who will be teaching the course.

Then a committee of writers (approximately six people), knowledgeable in the particular field, is formed. A Course Director is selected as the project manager for each course. They work together to develop an outline for the course, specific topics are assigned, and much research begins to ensure the concepts to be presented are accurate. The writing begins. On average it takes many, many months of hard work to complete the development of the course.

As you will note, all of our materials contain excellent graphics to accompany the various concepts. These are designed by the Graphics Committee (a committee of three). The artists work in conjunction with the writers to create the required graphic necessary to explain each concept.

The Course Director collates the material and the first draft is formed. After much team work the final draft is sent to the Editorial Committee (a committee of three) to be proofread for syntax and grammatical errors. The draft is then corrected.

Homework, instructor notes and accompanying CDs for the course are designed and created. Exams are then written and submitted to the Exam Review Committee (presently a committee of one).

Once all of the above has been accomplished the new course must be formatted and an appropriate, attractive

cover designed. The material is now ready to be sent to the printer! When back from the printer, marketing must begin.

At this point, the new course is presented to our 18 District Training Officers. They then take this information back to their respective Squadrons to relay it to the Training Officers. At the time of writing there are 155 Squadrons. Marketing at the Squadron level then begins spreading the word to the public that we now have a new course for which we will offer classes.

Instructors, proctors and examination markers must then be found from our community of members across Canada in order to offer the course. Hundreds of people are needed to fulfill these roles!

Sometimes our courses are created in French, but most often, writing is done in English. When required, many volunteers are called upon from the Translation Committee (a committee of 11), to prepare the course in French. CPS is fortunate this year to have a team of volunteers translating our Boating Basics Course and Boating Essentials into Simplified Chinese.

Throughout all of this the Assistant National Training Officers are available for any assistance in production and delivery.

It takes many, many members to navigate through the Training Department in order for CPS to offer our excellent courses. I would like to thank them all, past and present, for their contributions and the hours of dedication that make all this possible.



Canadian Power and Sail Squadrons

Published by Authority
of the Governing Board

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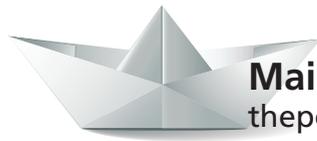
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Published 4 times per year:
January, April, July and September.
Copy deadline is ten weeks prior to
publication. Editorial copy and
correspondence should be sent to
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In the October issue of The Port Hole, the article by Dennis Dwyer, “Do we practice what we preach?” reminded me of an incident which occurred a few years ago. I expect your readers would be interested.

I was sailing out of Lunenburg Harbour on a Monday morning about 9:00 AM, under main and genoa on my C&C 29. I was going about 4 or 5 knots in a light southerly breeze and thoroughly enjoying myself. It was a beautiful sunny morning and looking back at the town of Lunenburg I noticed a couple of ocean-going trawlers leaving from the fish plant, probably on their way to the Grand Banks. On a sailboat everything is very quiet and you could hear the trawlers rev up their engines to full rev. The wake behind the vessels was moderate but not enough to cause any problems for a 29 foot sailboat. As the trawlers came abreast of me, you could hear the engines reduce to idle and the vessels coasted past me, wake reduced to slight. Once they were far enough past so as to not interfere with my passage, you could hear the engines return to full throttle. These vessels were handled by professional sea-going Captains, who respect all boaters.

The incidents reported by Dennis show the complete lack of respect for others as exemplified by so many power boaters. As boaters we must learn to share the waterways with all users. Unfortunately, too many power boaters have no regard for others and give even the responsible boaters a bad name.

See you on the water,
Sandy Hamilton, Halifax Power and Sail Squadron

Younger students and CPS

I am writing to you in the hopes that you may feature an article on younger students in the CPS organization through the experiences of my 13 year old son Ben and I. I am hoping that by telling his story to the CPS community we can inspire Squadrons to attract younger students and other parents and their kids to participate in safe boating education and CPS.

One of the things my wife and I enjoy about boating is the opportunities it gives us with our kids, especially away from screens and other digital age distractions. It has also created unique opportunities for our kids to take on responsibilities and interact with adults in ways they would not otherwise have. For us the CPS courses have been one of those opportunities.

Speaking as a former teenaged CPS member and now an instructor, I am impressed by the effort and the attitude of younger CPS students. Taking on extra courses for someone already in school can seem at first to be a daunting task. The CPS adult-oriented courses are a challenge not just because of their teaching format but also because some of the concepts in these courses are ones that young students have not yet studied at school. For some this is also the first formal exam that they have ever written. However the upsides more than compensate for the effort. Students come away with improved study habits, enhanced confidence and better social skills, especially with their elders. They also internalize attitudes and knowledge about safe boating that last them a lifetime.

I know first hand because my son Ben is one of these students. This past year he completed the Boating and PCOC courses at the age of 13. Ben also participated in the Marine Radio course where he tutored his younger sister, Laura aged 12, and they both not only passed but had the highest marks in the class. We have seen his efforts and the seriousness that he applies to safe boating. He has improved his

study habits by taking CPS courses which will do him well as he now enters high school. I am also able to report that he is eager to take on more by enrolling in the Seamanship course this fall.

I have had the opportunity to talk to teens who have their PCOC from a quick online course, but lack the knowledge and experience imparted by the CPS courses. To make CPS more viable for the long term we need to encourage and develop an interest from the younger age groups and families to keep it fresh, relevant, and family oriented. I am not sure how many young CPS graduates we have every year but I think we should celebrate their achievements. Through their example these “kids” become advocates for safe boating among other teens as well as adults while re-energizing existing CPS members. It also helps these students gain a fresh perspective on learning and new skills they then can apply to their regular studies.

Parents and Grandparents, I encourage you to enroll or even take a course with a younger member of your family. be amazed how much you will learn from them and you. You will value the unique shared experience.

Ben is now a fourth generation Power Squadron member following in the steps of his great-grandfather (on his mom’s side) and his three grandparents, two of whom are past commanders of the Cambridge ON Squadron.

Steve Reynolds, JN, Guelph Power and Sail Squadron



Ben breaking in his new knowledge by taking his younger brother Matt fishing in the North Channel this summer. Ben is now a 4th generation Power Squadron member following in the steps of his great grandfather (on his mom’s side) and his 3 grandparents, 2 of whom are past commanders of the Cambridge Power and Sail Squadron.

Membership Dues Increase

\$42/year for inclusion to any organization is reasonable. And if that organization not only has national presence, but also a local presence, you’re now part of a group where your specific interests are represented.

But that aside - by paying my \$42/year:

- I save just over \$50/year on my boat insurance
- I save \$24/year on my Pacific Yachting Subscription
- I receive Canadian Yachting magazine for free (and now that they have a West Coast version, it’s actually pretty good!)

- I save 10% of ALL Rona purchases (no way I’m saying how much this is – my wife might be reading) So by virtue of this alone, I’m already ahead at LEAST \$32/yr, and that does not include Rona or Canadian Yachting magazine...

And if financial justification isn’t enough – let’s carry on a wee bit...

In addition,

- I get to give back to my community through being an instructor and Bridge member (this is my privilege – I would not accept monetary recognition for this)
- I get to participate in two organized cruises/year, two semi-formal dinners/year, and one killer un-official summer cruise/year with (educated) boaters - what could be better!!
- I get to take advantage of the community that’s built around the group that facilitates assistance with vendor selection for repairs/purchases, surveys, moorage deals etc.
- I get to participate and become a giver and receiver of assistance with my vessel and theirs WHEN I/they need it.

You get the idea...

In order for all this to survive, the big wheel needs to be greased – and that means money. When membership goes down and costs stay the same, the “spread” of those costs gets thinner, so the remaining participants need to pick up the slack. That’s simple basic economics. I’m sure National can spend time preparing a full-on justification for you, but at the end of the day - it is what it is. It is then up to you to accept it or not... Sure hope you do.

Now where else can you get all that...for \$42/year?
P/Cdr Robert J. Stokes, Membership Officer
Seymour Power and Sail Squadron



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www.cpsboat.ca



Bradley Schmidt

There's an old adage that says "having is not so pleasing a thing as wanting." I am a self-admitted "wanter." I spend hours on the internet researching and hours more daydreaming about my next purchase. For the most part I have learned to resist the urge, but from time to time I can't help myself and I add something to the ever-growing fleet. Precious few of the items have stood the test of time; to support the habit I revel in selling the items that don't, often for profit. It is a vicious and addictive circle. It gets easier to justify larger and larger purchases based on finding the right "deal," and knowing with a few improvements that I can turn them for a profit.

It seems my needs (and wants) keep changing when it comes to boating. Twenty-two articles ago, when Jet Set debuted, I touted the advantages of jet-boats and personal watercraft, our vessel of choice at the time. We were only a few articles in when the decision was made to part with our jet boat. In the heat of the moment we made the decision to sell and put the money to other uses. Eventually a more portable solution was needed so we found a small dinghy and outfitted it with a new outboard. Not too long after we put some roots down and bought a cottage. The dinghy no longer met our needs and we upgraded to the *Family Truckster*; a good solid open boat with a 15hp engine. That boat is still serving our needs, but "foot-itis" has set in and the idea of an 18' aluminum fish'n'ski style boat with a 90 – 115hp engine is what the heart currently desires.

I've often thought that Autumn and Winter are good seasons to get a deal on a boat, before the Spring / Summer rush.

I looked in earnest online for the exact make and model we have in mind. There certainly are a lot available, but to my dismay they sure don't depreciate much from the original asking price. I was hoping to save thousands by buying used. Eventually I found a slightly older unit in good shape for an agreeable price. The upsides were clear – the body style and interior are almost identical to the brand new models, it came with a lot of extra equipment (downriggers, fish finders, etc). The downsides were equally clear – it is ten years old, the motor is a 2-stroke, and there is some wear and tear. The week was spent exchanging many emails and pictures with the seller. When I wasn't behind the computer screen I was daydreaming of fishing in remote North Frontenac, Ontario lakes, tubing with friends on the open water, and towing the boat to the Thousand Islands, Bay of Quinte, and Sandbanks Park areas to explore.

We lined up the finances, prepared an inspection list, and made a Saturday available to pick up the boat. When it was time to "have" rather than "want" we never made the trip to see the boat. Was it the perfect boat for us? Maybe, but this time of year most pleasure boaters in Canada (myself included) are waiting for warmer weather. Having a new boat right now won't do me any good. The Toronto Boat Show is just around the corner, then the Sportsman Show and the Cottage Show. With so many opportunities to shop and daydream, committing to something now will ruin a whole season of wanting. I guess there is some truth to the old saying – it really is a pleasing thing. Now on to my next conquest!





John Gullick, AP
Manager, Government & Special Programs

Q – When cruising in European waters or the Caribbean on my own or on a rented vessel, is there an International Certificate of Operator Competency available in Canada?

A – Yes. In Europe there are multi-level Certificates of Operator Competency that are acquired by successfully completing both theoretical and practical on-the-water tests. In Canada there are a number of schools that offer International Yacht Training Inc. courses that are recognized in Europe and the Caribbean. For a list of IYT schools go to: iytworld.com and click on Canada. There are also a few schools associated with the Canadian Yachting Association offering international courses from the Royal Yachting Association that are recognized in Europe and the Caribbean. For information contact your Provincial Yachting Association.

Currently there are no formal cross recognition agreements between Canada and European or Caribbean countries.

Interestingly, some Canadian cruisers who have been challenged in both the Mediterranean and Caribbean waters and asked to show proof of Operator Competency have had their Pleasure Craft Operator Cards accepted even though they represent a level of proficiency far below the International standards. It seems to be the official Canadian Government logo on the PCO Card that does the trick but I would not count on this.

If you are chartering a vessel the charter company will be able to tell you what operator certification is required. CPS Advanced Piloting might be helpful but you would probably have to provide the charter company with a syllabus. The course index should be enough.

Send your questions to:
theporthole@cps-ecp.ca

Propeller Safety – a quick quiz

Courtesy USPS Compass

If a passenger falls overboard, you should ...

- A. slowly reverse, keeping the person in sight at all times. Stop within five feet and allow the person to swim to the side of the boat.
- B. stop the boat. Allow the passenger to swim to the side and slowly pull the passenger to safety.
- C. stop, slowly turn the boat around and approach while keeping the passenger in sight. Shut off the engine before bringing the passenger to safety.

2. True or false?

It is safe for passengers to board or exit from the water if engines are idling.

3. Fill in the blank:

_____ will stop a propeller should the driver of a boat be thrown overboard or pulled away from the boat's controls.

You can do several things to minimize the risk of propeller injury:

- Personally examine the area around your boat's propeller before starting the engine.
- Take a moment to inform your passengers of the location and dangers of the propellers before setting out. Call attention to propeller warning labels around your boat.
- Never permit passengers to ride on the bow, gunwale, transom, seat backs or other locations where they might fall overboard and under the boat.
- Establish and firmly communicate rules for the use of swim platforms, boarding ladders and seating.
- Consider using an engine cut-off switch or another propeller safety device, and make sure all passengers (including you) wear a life jacket at all times.

Answers:

1. C. Never reverse your boat to pick up a passenger. Always stop, turn around and shut off the engine before pulling someone to safety.
2. False. It's never safe to board while engines are idling because the propeller may continue to spin even when the boat is in neutral.
3. An engine cut-off switch. A traditional lanyard or wireless kill switch connected to the driver and the boat's control panel or dash can save the driver's life if he or she is thrown from the boat



Courtesy of Garmin

How accurate is your GPS?

Morton Biback, P, Ashbridge's Bay Power and Sail Squadron

Standard accuracy is within about 15 metres (50 feet). For boaters this is great. If you are trying to find the entrance to a harbour and you are only 15 metres away, you should be able to see the entrance quite clearly. If you cannot, you should not be out on the water in such poor visibility.

The U.S. Air Force introduced its *Navstar Global Positioning System* in 1985. However, non-military users (e.g., boaters) were only offered the *guaranteed accuracy* of “less than 100 metres (320 ft) 95% of the time”. **That is still the only accuracy the U.S. military guarantees to non-military users.**

Selective Availability (SA)

The U.S. Department of Defense (DOD) was concerned that enemies could use the GPS system to guide missiles to American targets such as the White House. To prevent this, they purposely degraded the signal so that the degree of accuracy available to all but their military was lessened. This degradation was called *Selective Availability (SA)*. In May of 2000, President Clinton decreed that SA be removed and the signal is no longer degraded, providing significantly improved accuracy to all users. The U.S. government retains the ability to re-introduce SA at any time but they have declared that they will not do so.

DGPS

DGPS is a method of increasing the accuracy of GPS.

Coastal radio beacon stations located in major shipping areas in Canada and the U.S. emit a signal that can be picked up by a special receiver. These signals are used to improve the accuracy of a GPS to about three to 10 metres (33 feet), an area roughly the size of a tennis court. This system is called the *Differential Global Positioning System (DGPS)*.

Reception of the low frequency DGPS signals requires a separate antenna from that used to receive the higher frequency GPS signal. This antenna needs to be fairly long and so is impractical for small boats. Now that WAAS enabled GPSs are available, DGPS is no longer cost effective.

WAAS

The need for a high degree of navigational precision and reliability has led to the development of the *Wide Area Augmentation System (WAAS)*. This system compensates for certain errors. In most locations in the western hemisphere a GPS with WAAS is accurate to about 3 m (10 ft) 95% of the time.

The WAAS system uses a group of about 25 ground reference stations that monitor the satellites' data and create a correction signal. Most satellites circle the earth. Geostationary satellites stay stationary at a given altitude above one location on the earth's surface. There are four geostationary satellites that are positioned over the equator. One satellite is in line with the Atlantic coast, one is in line with the Pacific coast, the other two are midway to the centerline of the U.S. WAAS covers an area from the mid-Atlantic to the

mid-Pacific. This coverage extends northward so as to include the southern half of Canada. Because of the curvature of the earth, the northern half of Canada does not receive the WAAS signal. The ground reference stations send the correction signal to these satellites which, in turn, re-broadcast the signals. The error correction transmissions from the satellites are at the same frequency as the GPS satellite transmissions. This eliminates the need for a separate receiving antenna for the WAAS system. However, in order to use WAAS you must have a WAAS enabled GPS.

Relative Accuracies

Figure 1 shows the relative accuracies of a GPS with SA enabled, with DGPS, and with WAAS. The tracks follow the positions indicated on a GPS over a period of time. Note that the variations in the position tracks cover a much wider range using the SA enabled GPS than either DGPS or WAAS. The addition of DGPS narrows down the errors significantly. WAAS reduces the incorrect readings even further.

You will note that in Figure 1 most of the tracks are fairly close to the centre of the chart, but there are occasional excursions beyond the expected degree of accuracy. 95% of the time, they are within the anticipated limits of accuracy. This is what is meant by a specific error range 95% of the time.

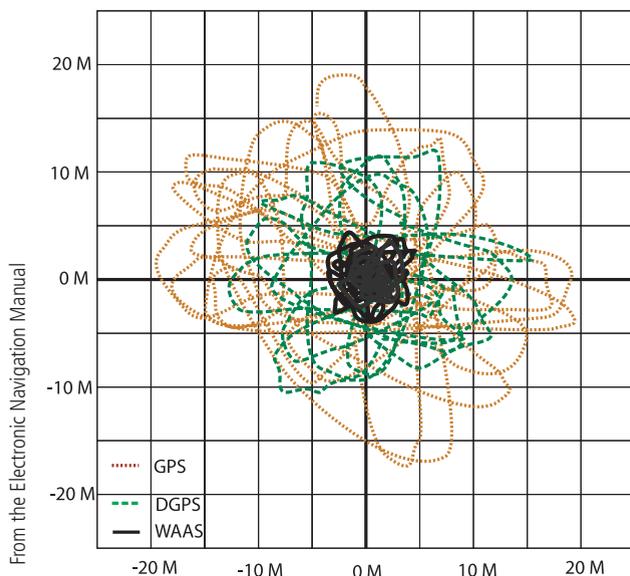


Figure 1 Relative Accuracy

Errors

GPS determines position based on the time it takes for a signal to travel from a satellite to the GPS receiver on your boat. Radio waves travel through the atmosphere at a known speed, but differences in air pressure, temperature, etc. can cause minute variations in the speed of the radio waves.

There are tropospheric and ionospheric delays. Electrical charges in the ionosphere and the variable density of the air in the troposphere which contain different amounts

of water vapour can all affect the speed of radio waves.

Satellite positions are remarkably accurate, but there may be slight inaccuracies in their reported locations. The orbital parameters may also have small errors. Electronic equipment too is subject to certain inaccuracies. Signals may bounce off parts of your boat, nearby buildings and passing aircraft and may produce multiple signals.

The relative angular position of the satellites from which readings are taken can affect the geometric accuracy of the system. When taking bearings to find a line of position when navigating the traditional way, bearings which form a right angle to your boat give a more accurate position than those that are in line to each other. The same is true of satellites. Those that are spaced so that they form a right angle to your boat give a more accurate position than those which are in line with each other.

The total effect of all these accumulated errors causes the GPS system to have the inaccuracies that limit our positioning to an area as large as a football field or as small as a tennis court.

Dilution of Precision (DOP)

Your GPS may show an estimate of its degree of accuracy by calculating the number and relative placement of satellites. Satellites located near, or in line with each other, will not give as accurate a position as those perpendicular to each other and to your position.

The more satellites that are in sight, and the stronger the signals, the greater the accuracy. Your GPS status screen shows how many satellites your GPS is receiving, as well as their relative positions and signal strengths. This gives you a good idea of how accurate the positioning may be. If only a few satellites are found, if they are poorly aligned or signal strength is weak, there is a reduction in accuracy called *Dilution of Position (DOP)*.

Summary

Guaranteed accuracy is “less than 100 meters 95% of the time”, even if SA is once again put into effect.

- If SA is not enabled, and if your GPS is not equipped with DGPS or WAAS, you may expect an accuracy of about 15 m (50 ft).
- If you have DGPS, and are within a reasonable distance of the DGPS reference station, accuracy should be less than five metres (16 ft).
- If your GPS is WAAS enabled and you are in range of a WAAS satellite, you may expect an accuracy of less than three metres (10 ft).

The above is an extract from the CPS Electronic Navigation course which covers GPS and Electronic Chartplotting for recreational boaters.



Gaetan Lapierre, N, West Island Power and Sail Squadron

I believe that every sailor, at one time or another, dreams of sailing across an ocean. For most, it is something that sleeps in the back of their minds, and they never act on it. For me, it has always been something I wanted to do if ever an opportunity came up. Even as a child, I was fascinated by water, always wondering what was on the other side.

My friend Richard Lariviere often talked about doing such a crossing. In the spring of 2011, he told me that he had decided to go in the spring of 2012, and was looking for crew. I immediately said, "Put me on the list."

I assumed he would have a lot of people wanting a ride, so I suggested I would do one of the legs. He replied that he wanted somebody to do the whole crossing. I said, "Fine." The timing was perfect. I had retired at the end of March 2011. Shortly after I signed on, I was talking to another friend, Jocelyn Lévesque, and when I mentioned I was doing the crossing, he said he was interested in coming along. I told

him to speak to Richard; he did, and became the second crew member.

About a month before departure date, Jocelyn had to drop out for health reasons, although he was able to join the cruise later. A back up crew member Miko Mahjoubi was called in as a replacement.

As the boat's home port is on Lake Champlain, we will leave its winter storage location, St Paul Ile aux noix, go through the Hudson River/canal, to New York, then to the Azores and on to La Rochelle in France.

Richard's boat is a Tartan 34C, an Oleg Stephen design. The three of us went for a day of sailing on Lake Champlain in September 2011 so we could get a feel for the boat. I was amazed at how well it sails upwind. It is a bit tender at first, but at about 15 degrees of heel, it stiffens up nicely. It is a boat designed for the ocean, and everything on it is planned for ocean sailing.

It has been said that the hardest part of the trip is making the decision to go. For me and Jocelyn, it is easy because we are



Captain Richard in the centre, with Miko on his left, and Gaetan on his right, taken at Sandy Hook NJ, before they left for the crossing.



From left to right, Miko, Richard and Gaetan at the famous Peter's Sports Bar in Horta, in the Azores. Peter's first opened its doors on the island of Faial over eighty years ago to seafarers from all over the world.

both retired. Also, we will be gone for 2 to 2 ½ months only. For Richard, it is different. He is taking a sabbatical leave for one year. He will continue from France south and spend the winter in the Islands and come back in the spring of 2013.

Preparations:

Having made the decision to go, next come the preparations. All three of us have taken a series of courses from CPS, West Island Squadron, and spent time over the winter reviewing some of them, particularly the Celestial Navigation. The knowledge acquired in these courses will surely come in handy. We had planned to bring a sextant, if only for something to do in our spare time, but gave up the idea due to lack of space on the boat. We will have 4 GPS on board in case one or 2 fail along the way. A lot of research was done throughout the winter, particularly for planning food purchases. We read a number of books by people who had done crossings and we picked up a lot of valuable tips. Over the winter, we got together a few times to discuss plans, watch schedule, budget, meals, etc. A lot went into planning meals, especially since for all three of us, our wives take care of most cooking and grocery shopping. We were truly amateurs in the galley.

For myself, being the oldest at 66, I thought it was important to get as physically fit as possible. I did some biking in the fall until it got too cold. Then I skated for one hour 3 times a week, at a good pace, to get the heart and lungs working. I also worked out in my home "gym", stretching springs, doing pushups, and skipping rope. That would prove to be worth the effort when things got rough and a good night's sleep became rare.

Preparing the boat:

As the boat was built in 1970, a lot of updates were done for the trip. The old Atomic 4 gasoline engine was replaced with

a new diesel engine last summer. In the spring most of the electronics, including a new GPS and Autopilot, were installed. The captain had obtained an amateur radio license over the winter, and a ham radio was installed. That would be our means of communicating with land while at sea. Also we sanded the old antifouling paint, and put on four new coats, as well as sanded and varnished all the wood trimmings. The boat looked in top shape when it was launched May 16th. A number of other minor upgrades were done, such as waterproofing hatches and reinforcing portholes. A rack was built and the mast put on it for the trip across Lake Champlain and the Hudson River/canal.

We planned to leave St Paul Ile aux noix, 30 km east of Montreal, on May 21. We had purchased most of the supplies required for the trip to New York in the days prior to that date. On the 20th, we met at the boat in mid afternoon, loaded our clothes and things plus a few last minute grocery items, and then went out to dinner with family and friends, before spending our first night on the boat.

Editor's Note: The story will continue. Three groups of boaters, aboard Indian Summer; Viewfinder; a CS 36 owned by Jim Laverdiere with his wife Janet, John McLaughlin and Alain Dubuc as crew, and Long Reach, an Alberg 29 owned and crewed by George Applebee and Wayne Adams, crossed the Atlantic last summer. All but Miko Mahjoubi are members of West Island Squadron. More about their adventures in upcoming issues.



Seen from the water

— observations on boating protocols, tradition and regulations

Dr. Milne Dick, Past Commander

Courtesy of Midland Power and Sail Squadron's newsletter, *True Course*

On a boat trip one sees lots of boats, although at Killbear Marina they declared the season virtually over in mid-August. We had a very good trip up to Pointe au Baril and had fun looking at the scenery and other boats as well as dodging stormy weather.

Flag Flying Protocols

First, there are now a lot of big-to-huge boats, well over the 30-foot class. At Henry's, we were flanked by a 45-footer and a 42-footer. One was American. Looking at newer boats, one has to note that a lot of traditional fittings have disappeared. There are no longer convenient masts, small or otherwise, where flags may be flown. People in desperation use their radio antenna which does not look good. On visits to American waters, the boat should wear a courtesy USA flag on its starboard side. The USA boats are very punctilious in this custom by hoisting a Canadian flag on the starboard side. There are no longer good spots to fly a CPS flag on newer power boats.

Vessel Identification

Another problem is identification. The law requires that pleasure boats be licensed and have an identification license number on each side of the bow.



This is supposed to be 7 cm high in a contrasting colour to the hull. Practically no boats comply with this. So if there

is some sort of collision or other problem, there is no way to identify the other boat. There are large, expensive-looking boats, costing several hundred thousand dollars perhaps, with zero means to easily identify them. The Coast Guard is, I think, somewhat discouraging the alternative of registration for pleasure craft, but in that case, there should be an easily read name on the bow. There is usually nothing. So we have laws that are being absolutely ignored or disregarded.

VHF Radio Communications

Just about every radio communication intercepted was not complying with standard procedures and there seemed to be a lot of radios generating noise. So it seems that our CPS courses on radio operation are not reaching many boat owners and if they are, once with the licence, the operators are not retaining their training. Maybe this does not matter too much until there is an emergency. I once overheard a complete mess in radio communication during a mayday because no one knew procedures except the Coast Guard who had a hard time trying to get real information.

Sailboats Flying the Ensign

Oddly enough, I saw several sailboats flying the ensign about one-third up on their backstay. This is new. Traditionally, sailboats under sail do not fly the ensign at the stern. If it is to be flown while sailing, the traditional place is on the leech of the mainsail, one-third down from the sail's head. Under power and entering harbour or anchorage, the sailboat would fly the ensign at the stern as does a power boat. Compliance with traditional flag etiquette is entirely voluntary and maybe needs a more traditional maritime culture to be well known. Maybe more time should be spent on this in the Boating course.

CPS AGM & Conference

OCTOBER 16–21, 2012 EDMONTON, AB



Coverage by:
Joan Eyolfson-Cadham, S

Photography by:
Don Butt, AP

There were 24 first-time attendees among the 187 participants at the 2012 CPS conference and AGM in Edmonton. The theme for the Friday night dinner and dance was Riverboat, and a sign of the times was the question mark over the actual riverboat cruise – would there be enough water to float the Edmonton Queen?

Convention delegates learned more about climate and its effects on boating in general in Canada from the nation's weather guru, Dave Phillips. They also learned that, even though CPS does a remarkable job of teaching safety and awareness, there is still much to be done. Thirty-six percent of Canadian boaters are not licenced and don't know they need a PCOC card. Only 40 percent of Canadian boaters have heard about CPS.

Two motions, both passed unanimously, were presented

at the AGM. The first was to raise annual National dues for each Regular Member and CPS Associate Member from \$32 to \$37. The second was in regard to Squadron names: "The title of each Squadron shall be its name followed by the words "Power and Sail Squadron", in English, and "Escadrille nautique" followed by its name, in French."

Fifty-three CPS members received their Life Membership. Joan Hicks, Tilsonburg Power and Sail Squadron, Barb Hoffstrom, Nanaimo Power and Sail Squadron, Nancee Adams, Orillia Power and Sail Squadron and Jim Brown, Burlington Power and Sail Squadron, were present to receive their 20th Merit Mark, a Lifetime Membership Card, a Life Member Flag and a 20-Year Longevity Pin. The other recipients received their Life Membership at Squadron or District AGMs.

In 2012, CPS awarded 2,477 Merit Marks.

A year of change, and a look to the future

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

When I addressed the AGM in Halifax last year I spoke of change, how the world had changed since I started in CPS and how CPS has changed. I spoke of the need for change and the need to embrace change. 2012 has been a year of change, some planned and some unexpected.

Our English Online PCOC Course, Boating Basics, launched in early January. Public interest in this course has been building steadily and we are meeting or exceeding our projected student numbers on a monthly basis. Over 80% of those who have successfully completed the course are opting into CPS Associate membership. A process is in place to assign these new members to a Squadron and the Squadron receives the first year Squadron dues. When these people opt into CPS membership we must strive to engage them, encourage them to continue their boating education and make them part of the CPS family.

A project to conduct both an internal and an external survey was initiated by the General Directors. The internal survey was performed in partnership with The British Columbia Institute of Technology and the report was delivered in December 2011. CPS contracted with a survey firm, Phase 5 to conduct the external survey. The survey has been completed and the report delivered. The results of both surveys are being analyzed to determine future actions.

One of the unplanned changes, and one of our challenges, was the resignation of our Executive Director, Alain Briere in April, who returned to the high technology sector. Alain was a key contributor in the implementation of the Web Based Administration System and the Online PCOC course. Alain worked hard and was dedicated to CPS during his tenure as Executive Director and we wish him all the best in the future. A search team comprised of myself, National Executive Officer Joe Gatfield and National Treasurer Robert Pepin was formed to lead the search for a new Executive Director and an executive search firm, Knightsbridge, was retained to assist CPS with the search process. This process was completed in early August and our new Executive Director Walter Kowalchuk came onboard on September 4.

We continue to make progress on items in the 2011-2015 Five Year Strategic Plan that was approved during 2010. Progress on the plan and up-dates on related activities can

be viewed under "Members Moorings – Strategic Plan" on our Member's website. Please take the opportunity to review and if you have queries or suggestions, contact a member of the National Bridge directly or through your District Commander. We are interested in your feedback.

The Organizational Effectiveness Committee, under the leadership of National Executive Officer Joe Gatfield is reviewing the Governance of CPS which includes our structure, Board, Regulations and decision making processes within the guidelines of the new Not for Profit Act that we must conform to by October of 2013.

The National Training Department under the Leadership of our National Training Officer Carolyn Reid continues to work hard to provide up to date courses to meet the needs of our members and the general public. One of the major accomplishments was the splitting of the Boating Course into two courses, Boating Basics, our PCOC course and Boating Essentials, the next step in their boating education. It is our hope that this course will appeal to many PCOC holders who want to further their boating education.

The past year has been busy and we do not expect the level of activity to lessen. We will continue to keep you advised on our activities and related progress on an on-going basis with our Strategic Plan implementation up-date reports as well as the synopsis of each Governing Board meeting, articles in Port Hole/Le Hublot, posting of all National meeting reports and minutes on the National website, information sessions at your District AGMs and responses to your individual hard copy and email inquiries and feedback. It is important that we maintain transparency and you are kept aware of activities that are having, or will have, an impact on the organization, and that you are given the opportunity to provide input and feedback on major topics.

In 2013 CPS will celebrate its 75th anniversary. We have been successful and grown from a small group of people in Windsor, Ontario to a nationwide organization because we have changed and adapted. We must embrace change without losing sight of our history and traditions. The success of CPS does not depend on one person or a few people. It depends on all of us, at all levels working together to meet the challenges and seizing the opportunities to make CPS successful in the years ahead.



2012-2013 Operating Committee Back Row Left to Right: Chair of Committee on Nominations P/C/C Malcolm Blann, AP, Chair of Committee on Rules, Douglas Stewart, AP, Treasurer Robert Pepin, AP, Training Officer, Carolyn Reid, SN, Secretary Jim Brown, S, Law Officer, Charles Beall, Front Row, Left to Right: Executive Officer Joseph Gatfield, AP, Chief Commander Richard Bee, AP. Absent: Administrative Officer Catherine McLeod, AP.

Chief Commander's Awards

A **Letter of Appreciation** was awarded to John Kerr, CEO Kerrwil Publications, Publisher of Canadian Yachting. "In January of 2012 Canadian Power and Sail Squadrons launched our online Pleasure Craft Operator Card course, Boating Basics. We would like to thank Kerrwil Publications for their generous print and electronic advertising support during and following the launch of the CPS PCOC online course. As an organization dedicated to safety and training in recreational boating, CPS greatly depends on the services of its partners to deliver on our mission. Thank you for your many years of support."

A **Letter of Commendation** was awarded to Craig Stewart, N. "Craig is a dedicated volunteer who volunteers his time at the Squadron, District and National levels of CPS. At the Squadron level he is a very successful instructor of many of our courses having taught over 400 students in the last year. At the District level he is a member the York East / York West Toronto International Boat Show committee responsible for preparing and maintaining the personnel schedule for manning the CPS booth at the show. At the National level he serves as the National Coordinator of the CPS Safe Boating Awareness Week. Craig is an example of a volunteer working in the best interests of CPS and he is to be commended for his dedication to CPS." Jack Tang and Lawrence Lau both received Letters of Commendation for a shared project. Jack Tang undertook the task of the complete translation of Boating Basics into Simplified Chinese to meet the immediate need of Squadrons on the west coast. His positive attitude, co-operation and effort were outstanding. When the project was initiated, Lawrence Lau immediately volunteered to assist. His dedication to complete the review and validation of the translation in a short time frame has contributed to the success of this initiative.

The **Chief Commander's Citation** was awarded to Morton Biback, P, in recognition of his distinguished service and unselfish support of CPS. The citation reads: "Morton's volunteer career with CPS has spanned 13 years. Morton is a tireless and devoted volunteer. He has served as author and editor for many of our electronic courses. Over the past five years he has filled the position of Assistant National Training Officer Production helping the Course Directors and Committee Chairs reach the Training Department's goal in the current Strategic Plan to create and update our all of our course materials. Morton's dedication to CPS and the Training Department does not stop there. He has served on the Curriculum Committee, instructed many of courses, designed, programmed and built supporting CDs for each of our courses and promotes CPS in everything he does. He is to be commended for his dedication to CPS."



Morton Biback, P receives Chief Commander's Citation from Chief Commander, Richard Bee, AP.



Kellie Skelhorn, S receives the Officer of the Year Award from C/C Richard Bee, AP

National Annual Volunteer Award Recipients 2012

Howard G. Peck –Guy Ladouceur, Ottawa Power and Sail Squadron (see full story on page 92).

Fortress Marine Anchors/Natural Marine Officer of the Year:

This award is sponsored by Fortress Anchors and Natural Marine and is presented to four people, one from each of four regions: the Atlantic Provinces, Quebec, Ontario, and the Western Provinces. Recipients receive an anchor and a shipment of 20 Natural Marine products.

Recipients were:

- Kellie Skelhorn, S – Halifax Power and Sail Squadron
- Fiona Hildenbrand – Stratford Power and Sail Squadron.
- Julie Ryder – Port Moody Power & Sail Squadron

“Weems & Plath” G. William Bowman Volunteer Instructor of the Year:

This award is sponsored by Weems & Plath. Three presentations represent the Atlantic Provinces and Quebec, Ontario, and the Western Provinces. The award is named after George W. Bowman, who initiated the first Power Squadron Safe Boating classes in Canada in 1938, was the first Squadron Commander, and the first CPS Chief Commander.

Recipients were:

- Emanuel Laufer, SN – Halifax Power and Sail Squadron
- Leonard Stern, AP – Port Dalhousie Power and Sail Squadron,
- Peter Bolton, AP – Cape Lazo Power and Sail Squadron

“ICOM” Volunteer Electronic Instructor of the Year:

These awards are sponsored by ICOM of Canada and were presented by Jason Wegwitz, from ICOM Canada.

Recipients were:

- Gary Case, AP - Avalon Power and Sail Squadron
- André Dubois, AP – Kingston Power and Sail Squadron
- Peter Bolton, AP – Cape Lazo Power and Sail Squadron

Retiring Chairs

- Kevin Jones – Chair Environmental Committee
- Paul Clissold, AP – Chair Marketing & Public Relations Committee
- David Peebles, S – Chair Membership Committee



Gary Case, AP receives the ICOM Electronic Instructor of the Year Award from ICOM rep Jason Wegwitz.

- Tony Cook, S – Chair Communications Committee
- Don Lassey – Chair National Marine Reporting Committee
- Karen Connor, AP – Assistant National Treasurer and Co-Chair Finance Review Committee
- Doug Stewart, AP – Co-chair Finance Review Committee

Retiring General Directors

- Warren Clark, AP
- Peter Girling, SN
- Rik Hall, SN

New CPS award Recreational Vessel Courtesy Checks

National Executive Officer Joe Gatfield presented new CPS awards to the top District, Squadron and individuals involved with the Recreational Vessel Courtesy Checks program. “This year’s judging of the numbers of vessel checks completed under our RVCC program has not been easy. But a contest is a contest and at this time I am very pleased to submit awards to the top District, top Squadron and three top individuals who have made significant contributions to both CPS and Transport Canada. These people have voluntarily checked over 1,000 vessels whose owners have agreed to a safety check, at boat ramps, yacht clubs, marinas and other on-the-water venues across Canada.”

Top District: Quinte District

Top Squadron: Windsor Power and Sail Squadron

Top individual awards: Third place: Keith Nettleton, Etobicoke Power and Sail Squadron, York West District, 40 checks.

Second place, John Cox, Saugeen Power and Sail Squadron, Georgian Trent District, 49 checks

First place, Duff Dwyer, Penetanguishene Power and Sail Squadron, Georgian Trent District, with 52 checks

Honourable Mention to the Team of Jerry Power, S and Nancy Power, 40 checks

MAREP – Awards were presented by Michel Goguen, Director, Hydrography of the CHS Atlantic Region. “We can’t be everywhere. Marine reporting is critical to us. You are our eyes and ears on the ground,” he told AGM delegates. He challenged all Squadrons to adopt a chart.

Plaques were presented to

Best District Effort: Atlantic

Best Individual Effort: Peter Carlisle, CN Fredericton Power and Sail Squadron



The MAREP Best District Effort went to Atlantic District. Don Lassey presents the award to Sarah-Jane Raine.

Best Squadron Effort: Fredericton Power and Sail Squadron
Most Improved District: Atlantic

Mary Pritchard - Bob Parke, AP

This year's recipient is a former Chair of the Distance Education Committee and had drafted a plan to take us beyond the traditional classroom to a world where students would be able to learn on line and be integrated into CPS. This early planning and determination has helped bring us to today's reality. Bob has been instrumental in setting up the support system for the on line students, which proved to be very necessary with tech issues, and is currently involved in the review of our French language Sur l'eau project.

Bob continues to actively promote the benefits of distance education at all levels of our organization and is committed to bring new projects to fruition within this field of endeavour.

Ref Reid – The competition is at the Squadron level and goes to the Marine Maintenance instructor having the most successful class during the preceding year. The 2012 winner was Tony Lamb, P – Valley Power and Sail Squadron.

Beldon Fox – The competition is at the Squadron level for the most improved results in the Advanced and Elective courses during the preceding year in relationship to the total membership. The trophy is maintained at Headquarters and a small keeper trophy is prepared and presented to the winning Squadron. The Beldon W. Fox Memorial Trophy went to Ashbridges Bay Power and Sail Squadron.

Natural Marine – The Natural Marine / Environmental Award for 2012 was presented to White Rock Power and Sail Squadron.

Gordon McCandlish – The S. Gordon McCandlish Trophy was donated by the Port Colburne Power and Sail Squadron Squadron in honour of the late P/C/C S. Gordon McCandlish, a long time member of the Port Colburne Power and Sail Squadron. The competition is at the District level, and the award goes to the District with the most improved performance in Advanced and Elective courses during the preceding year, in relationship to membership. The trophy is maintained at Headquarters, and a small keeper trophy is presented to the winning District. The 2012 winner was Pacific Mainland District.



The Marketing Award banner went to Jim Lee, S of Peterborough Power and Sail Squadron and was presented by Paul Clissold, AP and Marketing Chair, Jill Dennis-Raycroft.

Membership – Because anyone taking a CPS Boating or PCOC course automatically becomes a CPS member, the National Membership Awards were restructured. This year, one Squadron and one District received awards to recognize Membership initiatives designed to promote and retain membership.

New this year, as well as the Star Trophy keeper plaque, was a certificate from the National Rewards Subcommittee Program good for one pre-registration to the 2013 Conference with the suggestion that the winning Squadron send its Membership Officer to the 2013 Conference. This year's runners up receiving honourable mention for their Membership achievement are: White Rock Power and Sail Squadron and Britannia-Rideau Power and Sail Squadron. The Squadron with the "Best" overall performance and Star Trophy winner for this year was Otawa Power and Sail Squadron.

The District winning the Bell Award receives the engraved bell which can be used at its District meetings for the coming year, with the promise the bell will be returned for the awards presentation in 2013. The District winner of the Bell Award is Pacific Mainland.

Marketing – Two Best Practice awards were made during the 3rd Annual High Performance Marketing Award presentations. Criteria included an ability to reflect, if applicable, National branding, including logo, colours, style, and/or format, the promotion of a vibrant, healthy organization that is relevant to the requirements of the Canadian recreational boating demographics and marketplace, and an idea that can be considered a Best Practice that is easily duplicated by other Squadrons and Districts. Custom pull-up banners were created for Peterborough Power and Sail Squadron and Escadrille Nautique Sept-Iles.

Guy Ladouceur CPS Volunteer of the Year

Terry Hamilton, AP Ottawa Power and Sail Squadron

Guy Ladouceur was and still is an avid fisherman. In the fall of 2004, when Guy needed his PCOC, he decided it was time to get more knowledge about safe boating and registered with the Ottawa Squadron to take the Boating course. As soon as he passed the course and became a Squadron member he offered his services as a volunteer. He became the Squadron Mailing Officer, and has been a Bridge Officer ever since. Now in his 2nd year as the Ottawa Commander, Guy has been Marketing and Public Relations, Membership, and Executive Officer. He is also the District WBAS Officer and at the 2012 Rideau District AGM he became District Administrative Officer. Guy was involved as a volunteer during the Ottawa Boat and Sportsman show and helped in the set up and take down.

Guy has taken on other responsibilities including updating the information for the Squadron Roster, filling in while a new editor was found for the Squadron newsletter, and printing the newsletter, *The Ripples*, at his house. He has increased the percentage of email addresses on file and significantly reduced the mailing costs of the newsletter. Guy is also a qualified instructor who teaches the Boating Course



and has also taught the Trailing Seminar.

Guy always promotes membership in CPS/Ottawa Power and Sail Squadron in everything he does. During his tenure as Commander, he has always sent welcome letters to the new members, contacts members at renewal time, reminding them how easy it is to renew on line, and reminding them of the sponsor benefits that basically pay for the membership dues. Guy has also been involved with social events and this year he initiated a Commander's Breakfast twice a year, spring and fall, to get members together. It was free for all who volunteered for any events during the year, all instructors and Bridge members. He invited the Ottawa Police Marine Division to give a talk on how they operate and how we can assist them. Numbers attending meetings have grown as he makes them fun to attend.

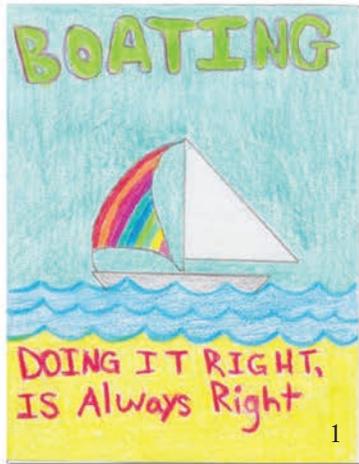


Enough water for a riverboat

The 170 foot (51.79 meters) Edmonton Queen Riverboat has a draft of 2.4 feet (0.73 meters). With a cruise scheduled for Friday, October 19, as part of the CPS conference, water levels had become a concern. With levels playing around that mark, the decision for or against the cruise on the North Saskatchewan River was held off until 11:15. There is generally sufficient water in the river in October. However the river has a lot of sandbars and it is not that deep where the boat operates.

Forty people signed up for the tour. The first stop, on the way to the riverboat, was at the Muttart Conservatory, home to thousands of species of plants, for a self-guided tour and lunch. The bus came back just after 2 p.m. to take passengers over to the boat docking facility where, on a pleasant Edmonton afternoon, they could wander around the trails near the river. The tour aboard the Edmonton Queen which was launched in Edmonton in 1995, lasted about an hour.

Information supplied by David A. Levine with specs on the Edmonton Queen and info from Environment Alberta.



Youth Note Card Winners



11-12 Years

- #1 Nigel Stock Windsor First place
- #2 Emerson Stock Windsor Second place
- #3 Chelsea Davis Windsor Third place

6-10 Years

- #4 Violet Dieroff Peterborough Third place
- #5 Dylan Emery Windsor Second place
- #6 Olivia Dieroff Peterborough First place

Competition Winners

DIVISION 2 - Navigational Aids

1st - Mary Montizamgert Stratford Aid to Navigation

DIVISION 3 On the water safety - Wear your PFD

Photographs

1st - Roger Kemp White Rock "Wear your PFD"

DIVISION 4 - Crafts

- 1st - Gina Lee Peterborough RVCC Apron
- 2nd - Joyce Stewart Vernon Pillowcase/Linen Storage
- 3rd - Doreen Hinksman North Halton Knitted Children's Sweater and Hat

DIVISION 5

Scrapbooks/Calendars

1st - Julie Ryder Port Moody Seascapes Calendar

Newletters

- 1st - Thurman Reynolds Stratford "Scuttlebutt"
- 2nd - Marguerite Berry Kelowna "Hornblower"
- 3rd - Linda Spence White Rock "The Anchorline"

Personal Stories, Poems, Narratives

- 1st - Yvonne McCoach Port Moody "Port Moody Cruises"
- 2nd - Doreen Hinksman North Halton "Locking Through"

DIVISION 7 - Visual Arts

Photography

- 1st - Pierre Plais Hochelaga "Voiliers a la Brunante"
- 2nd - Micheline Nadeau Hochelaga "Le Vent dans les Voiles"
- 3rd - Pierre Blain Hochelaga "Les Quatre Mats Sous la pluie"

Painting and Drawing

Sheila Rubin-Hederich Barrie Water colour painting of sail boats

Digital and Film Photography

- 1st - Burt Worth Orillia "Moored To"
- 2nd - Burt Worth Orillia "At Peace"
- 3rd - Danielle Sasseville, Hochelaga "Riviere Huangpu"



John Hinksman, SN wearing Uniform A

CPS uniforms over 75 years

On Friday night, in honour of our upcoming 75th anniversary, Producer/Director/Script Writer/Actor, Doreen Hinksman, organized a CPS officers' uniform fashion show, with Pauline Wettlaufer as commentator and starring John Hinksman, Barb Hickson and Wanita Gray. This is the text for the commentator:

In 2013 CPS will be celebrating our 75th Anniversary. We thought it might be interesting to take a look at the evolution of our uniforms over the years. Many suggestions for improvements and innovations were received – some adopted and some consigned to the recycle bin.

Our men's uniform was based very much on a typical naval officer's uniform of the day, emphasizing the stalwart nature of 'those who go down to the sea in ships'. Unfortunately, we had no Lady members at the time, so could not portray a uniform for "those that go down to the sea in slips".

As the years went by, the atmosphere of the navy gave way in many areas, to the portrayal of the Yachtsman – this was much more prevalent on the West Coast as opposed to the Eastern Squadrons – likely because their weather was more conducive to strolling about on their decks

Again there were still no Lady members, so the women were helping to crew, and of course served the cocktails, and wore whatever they wished. Some women became Lady Associates of CPS and approved to wear a modified version of the men's uniform.

Then came the glorious day when women became full members and were allowed to vote, on top of doing everything else they had been doing for years anyway. This was not celebrated by any great change on the uniform front however, until some women said they did not wish to wear a copy of the Uniform A at evening functions. A Committee was struck, under Past Chief Commander Oliver Summers, who being a



Barb Hickson models what women wore when CPS had no Lady members. The women were helping to crew, and of course served the cocktails.



Many suggestions came in, and samples provided, of what could be worn in conjunction with an evening gown. Doreen Hinksman, AP demonstrates one example.

wise and very smart Chief, asked the ladies what they wanted. Many suggestions came in, and samples provided of what could be worn in conjunction with an evening gown.

Some of the changes in our regulations caused some comment at the time. For instance, the Flag and Etiquette Committee suggested in Regulation 4.16 that, and I quote "In all cases, slacks can be substituted for the skirt, but not after 1800". She could however wear a black four in hand tie and small black handbag. When this motion was presented at Governing Board, and all the implications struck the members, to much hilarity, an amendment to the motion was presented.

Over time, a ground swell of members' opinions culminated in the wearing of the CPS casual look, which many Squadrons and Districts adopted, to advertise themselves at Boat Shows, classes and other venues. Our stalwart naval officer gave way to our casual yacht.

We are all still the same CPS people we always were, and remember: "Clothes do not sometimes make the man, or woman".



RIVERBOAT PARTY



Happy Anniversary, CPS

Let's celebrate CPS is 75 years old

The organization had its start in 1938, when three members of the Windsor Yacht Club crossed the Ambassador Bridge into Detroit, Michigan. Under the direction of the Detroit Power Squadron, Fred Dane, George Ruel, and G. William Bowman passed the USPS Junior Piloting Course. They soon formed the first Squadron in Canada, Windsor Power Squadron, with G. William Bowman as its first Commander. He later became the first Chief Commander of Canadian Power Squadrons, the organization that, later, became known as Canadian Power and Sail Squadrons/Les Escadrilles canadiennes de plaisance, or CPS-ECP.

In 1950, the membership doubled. In 2013, as we begin our anniversary year, CPS has 26,000 members in 155 Squadrons across Canada.

Over the year, Port Hole will celebrate the 75th anniversary, but CPS is more than just an iconic organization, and CPS history is woven from the stories of each individual who is or was a member.

Port Hole is looking for your stories, your personal encounters with CPS. Our first offering comes from Doreen Hinksman, the first female Chief Commander. Send stories and pictures to theporthole@cps-ecp.ca

CPS Lady Associate? What a shock

**Past Chief Commander, Doreen Hinksman, AP,
North Halton Power and Sail Squadron**

Our family decided to buy a boat, and knowing absolutely nothing about boats of any kind, I decided the only thing to do was to take a course – or two. We had not decided whether it would be a small sailboat or a runabout, so, taking no chances, I enrolled in the Flying Junior Course for Adults at the RHYC. That is a story all by itself, but suffice it to say that I very quickly realised that just sailing the boat was only the half of what I needed to know, hence my decision to take a Power Squadron course.

We lived in Brampton at the time, and there being no Squadron there, the nearest Squadron I was advised to contact was in Weston. Weston was a long established Squadron in York District, with many students coming from the Brampton area, and they had decided it was time to start a Squadron there. They arranged for all their Boating Students (called Piloting at the time) with a Brampton address to take the course right in Brampton, and form the nucleus of the proposed new Squadron. I only knew at the time that it was much more convenient for me to go to a Brampton locale than drive to Weston, so it was fine with me.

We had over 20 students and over the winter months got to know each other well, and become enthused about a new Squadron. I was a trained Secretary and readily volunteered to help with the many details needed to set us on the path to being a full blown Squadron. I spent hours and hours taking

care of the paperwork, helping organize the meetings, doing correspondence, etc. etc.

At last the day in 1968 came to receive our Warrant - a very grand affair taking place in the officers' mess of a local militia establishment. All paperwork was in order, and as I checked through it all, I saw the new Warrant, with all the Founding Members names listed - horror on horror - they had missed my name. I spoke right away to the Commander-elect (a Weston Squadron member) who said "Oh, didn't you know, as a Lady Associate you aren't a full member so your name isn't listed". I was shocked beyond belief, thinking of all the hours of work I had done, and the feeling of pride in my new Squadron, only to find out I was too lowly to even have my name on the document with my fellow students/members.

That was the beginning of my efforts over the next several years to do everything possible to change the all-male organization into one that accepted women as full partners. In fact right up to the great day in 1973 when our By-laws were amended to allow full membership status to Lady Associates if they so wished, a core of women across the country worked tirelessly to make this happen.

We have never looked back!

Happy Birthday CPS

The year 2013 marks the 75th Anniversary of Canadian Power and Sail Squadrons/Escadrilles canadiennes de plaisance. Many plans are in place to help celebrate this milestone and more will be announced throughout the year via eBlasts to our members, our website cpsboat.ca and our member magazines, along with information on Squadron and District websites and in their newsletters.

Special men's and ladies' anniversary shirts are available through Ship's Store as well as pins that feature the anniversary logo. Both these items can be ordered individually or in bulk by Squadrons and Districts, who can also have their Squadron or District name embroidered on the shirts.

CPS has received a letter of congratulations from HRH the Prince Philip, the Duke of Edinburgh, who is the Patron of Canadian Power and Sail Squadrons/Escadrilles canadiennes de plaisance. The letter was read at the 2012 AGM Luncheon and is available on our website (www.cps-ecp.ca). We are in the process of receiving letters of congratulations from other dignitaries across Canada as well as our many partners in safe boating which we will display throughout the year.



75th Anniversary Pin

\$8.00 each

\$5.50 each for bulk orders of ten.

Order online at www.cps-ecp.ca

On our website you can download letterhead that has the anniversary logo in the background, and we encourage our Squadrons and Districts to make use of this format throughout 2013. Banners are being produced for use at events across Canada to highlight the anniversary.

Our 2013 National Conference in Toronto, Ontario will be a culmination of the year's festivities with a special meal planned for Saturday night along with some fun times on Friday night to reflect the anniversary. The local Toronto Conference Committee has also produced T-shirts with a "fun" anniversary logo designed by Sacha, author of Underway, Boating Cartoons by Sacha. The Committee is making arrangements for these to be available through the Squadrons and Districts. Also available at the Conference will be a 75th Anniversary Booklet prepared by the CPS Historical Committee.

CPS invites all members to share in the 75th Anniversary Celebrations starting January 1 through to December 31, 2013 and wish CPS a very, very happy birthday!



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Photo: Don Butt, AP
Gabriola Power and Sail Squadron

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The Northern Yacht Club

SHARING A CLOSELY (CAREFULLY?) GUARDED SECRET

By Katherine Stone

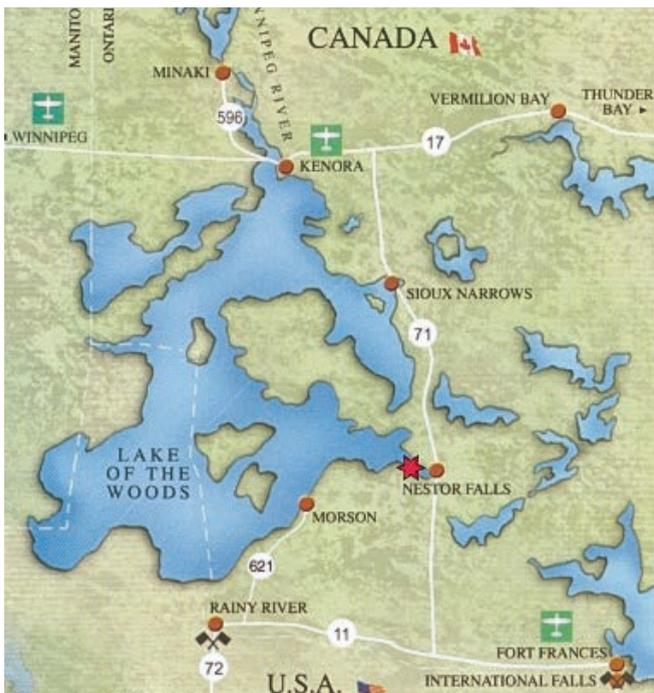
THE LAKE OF THE WOODS AREA COMPRISES ONE OF THE NATURAL WONDERS OF NORTH AMERICA. At over 70 miles long and wide, with more than 105,000 km of shoreline—which is more than Lake Superior, and more than 1,400 islands, it is easy to see why. The lake is found in the provinces of Ontario and Manitoba and the state of Minnesota. The northern end is home to deep, clear water and the rugged Canadian Shield, contrasted by shallow water and sandy bottoms at the southern end. Boaters see wildlife that includes Canadian geese, beavers, deer, bears, common loons, moose, pelicans, and bald eagles.

Three distinct natural environments also meet here (northern, southern and prairie) so the forests include a jumble of jack pine, northern spruce, elm, ash, basswood, and maple trees sprouting up next to one another. It is said to be one of the most dramatic, mysterious, and surprising lakes in the world. At the northern end of the lake you will find the cruisers—both sail and power, and “the home of the Northern Yacht Club, which is found within the Northern Harbour Marina, owned and operated by the Hall Family, and the biggest marina between Toronto and

British Columbia,” says Jim Flood, owner of Bowline Yachts. Deanna Olszewski, daughter of Gary Hall, was most generous with her time to extol the virtues of this most wonderful place. As I soon discovered, not many of the members wanted to share their secret sailing place with our readers.

Diane Gerhard wrote several articles for *Canadian Yachting* back in the early 1980s about cruising on Lake of the Woods. She was one of the first members when the club formed in 1978, and former Cruising Director of Northern YC. Diane remembers, “At the time I debated whether we really wanted anyone else to know about our piece of Paradise! Starting in 1980, we had a series of Armchair Cruises in a large hall in Winnipeg and filled it every time with sailors and other boaters from Lake of the Woods. They all arrived with their copies of the charts ready to see photos and get details of the ‘best places’ and also uncharted shoals.”

From *The Explorers Guide to Lake of the Woods* we learned that the lake is strategically situated on the travel route between the east and the west, sitting atop the resource-rich Canadian Shield. The first record of sailing on Lake of the Woods dates back to 1845 when the Hudson’s Bay Company introduced York sailboats to transport their



↕ Maps of the Lake of the Woods area in Northern Ontario



furs. The first vacation “camps” were built on Keewatin Beach and for the next 30 or so years, canoeing, rowing, and sailing were the only means of transportation. With the completion of the Canadian Pacific Railway in the 1880s, the area became more accessible for tourism. People came to enjoy fishing and camping in the area—bringing their friends and families. Businesses began to cater to this tourist trade, many of whom were wealthy Manitobans. The first motorboats were introduced in the late 1890s. With the completion of the Trans Canada Highway in the 1930s, tourism became a major economic fixture.

The stage was set for boaters who appreciate large bodies of water between islands to come together to form a yacht club. Unlike most yacht clubs, the Northern Yacht Club is where people sleep on weekends. Members gather and have dinner at the Northern Harbour Boaters’ Club (home to the Northern Yacht Club) located in the center of the harbour with a large deck overlooking the beautiful view. Afterward, they head down the dock to their boat to rest their heads and ready themselves for a fun weekend of sailing.

Leaving from the club base at Northern Harbour Marina, the races start just before noon on Saturday and usually

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Trimaran in the Northern Harbour Marina



finish around three in the afternoon. Racers sail 15–20 miles down the lake to a remote anchorage where the fleet settles. Racing sure makes the Saturday afternoon appetizer feel a little more “earned.” The Northern YC has serious

racers, young families who sail every weekend with their little ones in tow, couples who have raised their families on their sailboat, and have now retired to a cruiser for the next chapter of their lake life. Diane Gerhard recalls, “There

were racing crews with a full complement of ‘deck apes’ and there were people like us, sailing our C&C 27 with a crew of four, two of whom were five- and seven-year-old boys, towing a dinghy and often a little grey duck

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➤ Awards ceremony at NYC on the last day of LOWISA 47

decoy, named Wick, and two small plastic boats. Our kids liked to tow things when the sailing got a little slow.”

There are events from May to September for the whole family from frivolous fun on the water (Queen Island Treasure Hunt and Cruise Week) to intense, competitive racing (Warrod International race, six local pursuit races, and the infamous LOWISA). After this summer’s six race pursuit series, Ontario and Manitoba tied with three wins each!

As you drive east from Kenora (about 15 minutes on the highway), you come to the Northern Harbour Road turnoff. Check your troubles at “the highway” as you head down the two kilometres of forested, gravel road, which opens up to a breathtaking view of a large bay full of hundreds of boats (250 dock slips to be specific). The early-bird yearly membership fee of \$90/boat funds all your activities. You’d think you’d died and gone to St. Lucia, but you’re in Northern Ontario!

At one time, the Northern Harbour Boaters’ Club was a restaurant and the Northern YC had a private room that was next door to its current space. As the harbour has grown, so has the space needed to gather Northern YC members. In the 1980s, the fully-licensed restaurant called the “Wheelhouse” has since been renovated with a nautical theme. There is a wonderful open-door policy in this space, which includes a full kitchen, washrooms, fireplace, and lots of room for dancing. The Northern Yacht Club and Northern Harbour Marina host many events in the summer with live bands, food, and fun. The Marina has public washrooms, showers, a full-service gas dock, boat launch ramp, docks, storage for over 350 boats, a playground, and plenty of sunshine!

The closure of the paper mill in 2005 left the town of Kenora with tourism as its only economic base. The Northern Harbour Marina now has over 80 boats on a dock wait list. There is currently a proposed harbour expansion that would add 400 more dock slips over the next 30 years, as well as an RV and art park. This expansion hopes to bring more tourist dollars into the town of Kenora (where one must go for supplies prior to heading out on a cruise). In the spring of 2012, the town council renamed the city of

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YACHT CLUB MARINA

Start of LOWISA 47



Principal Race Officer (PRO) of LOWISA, Rob Eby

Kenora the "Premier boat capital of North America," which should help with the harbour expansion.

"Probably the biggest draw to the area is LOWISA (Lake of the Woods International Sailing Association)," extols Jim Flood. "Some 48 years ago, American sailors came up to sail and ran into some Canadians. Cruising led to racing, one wilderness area to another, progressing up to 100 boats in the flotilla. Now the regatta numbers 50 to 60 boats ranging in size from 22-45 feet and wilderness anchorages every night."

The very first commodore of LOWISA, Mr. Clyde Ryberg, recalls, "I came with my wife and two of our children and sailed around Lake of the Woods in an ancient E-boat, towing a canoe with our tents and gear. It was a trip never to be forgotten. I am certain that the international friendships developed during the course of the regattas have been a boon to both Canada and the United States."

"This event will get underway again, for its 48th year on August 3-10, 2013, with easy socializing, lake exploration, shooting stars, old friends, water fights, BBQs, and great sportsmanship," say the 2013 Debicki family organizers.

The event, which starts out with a navigation seminar offered by the Hall family, has been inked on the Debicki family calendar for years. Not only is there great racing in and around the islands, but events like the Betty Crocker Golden Galley Award salute the fact that sailors don't live on beans and weenies (make room for the Galley Guys)! There are tonnes of kid's activities announced over the VHF following



racing, a Mount Gay Wilderness Party (with Hawaii Five-O attire), and topped off with the Commodore's Dinner and Awards Banquet back at Northern YC.

Rob Eby continues as their long standing Race Officer, who can be heard over the VHF explaining all manner of things and meandering through the anchorages with daily results. Of course, this is usually accompanied by an appreciative cocktail of white rum (Rob's favourite)!

What a way to run a business—the Northern Yacht Club intertwined with the Northern Harbour Marina, definitely make it happen together. YOU may wish to make it happen too! So, next summer, set sail for Lake of the Woods and partake in some of the fun.

<http://northernyachtclub.blogspot.ca>
northernharbour@bellnet.ca
northernyachtclub@gmail.com. ■

DEANNA OLSZEWSKI OF NORTHERN HARBOUR MARINA



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 The author and dogs Jack and Sid aboard *Sheila*.

Rowing My Own Boat

HAVE OARS, READY FOR ADVENTURE

By Valerie Rolfe

FIFTY YEARS AGO, my parents bought a cottage on Gambier Island in BC's Howe Sound. Facing the snowy Lions to the east and the undeveloped north side of Bowen Island, the tiny cabin—replete with mice, horsehair-stuffed furnishings and antique oil lamps—was accessible only by boat. My parents bought a 17' clinker boat made by Elia Boat Works in Vancouver, and powered it with a Johnson outboard from Woodward's Marine. They were set.

My earliest memory aboard this first of many boats was standing on the wooden front passenger seat beside my brother, gripping the top of the windshield as the small bow dipped and climbed over waves.

"Hang on!" Mum yelled over the noisy engine.

Our heads poked out of the puffy red life vests like turtles, and our smiling faces sprayed with seawater. It felt like flying.

Chaos reigned as suitcases, dogs

and kids were crammed aboard. Coats flew out as abruptly as the orders—"Stay in one place!" while docking, "Fend Off!" when docking in the wind.

During these formative years, I was introduced to all manner of rowboats because, pre-dock and ramp, they were the only way for us to get from the boat to shore. Over the years, I pushed various wooden and fibreglass rowboats into the drink, dog in the bow, fitted the battered oars into the oarlocks and charted a course for adventure. I'd row down several bays, looking up at the cottages, at people on the porches, at men working on engines or just sitting with a beer and a ready wave.

Rowing farther away, I'd often see one of my parents appear on the "point" in the distance, checking with binoculars that I was still alive and had complied with the life jacket rule. I loved the freedom, the motion, the sound and smell of the sea, and the release of pent-up energy.

UNSinkABLE

Only one of these rowboats is imprinted on my mind like a cattle brand—the orange Sportyak. An insurance man, my dad likely bought it for its unsinkable reputation. Despite never actually sinking it, we almost always got soaked—our bums at the very least—because the boat was often overloaded and contained the aforementioned dog. I would likely be squished on a seat with him on my lap, both of us weighing about 60 pounds, while Mum just kept handing stuff to Dad.

"I think we can fit one more thing on board," she'd say as she passed another sleeping bag, a cooler, a sack of briquettes and a push mower. Rowing would be impossible, and so my dad, photographed by doubled-over neighbours, would paddle the Sportyak. To avoid embarrassment, I'd gaze into the water, dragging my fingers, collecting strands of seaweed and random feathers.

When I grew up and ventured off to the University of Victoria, my athletic friend Jenn talked me into joining the rowing team. This lasted one semester before I was summarily “cut” because there was no lightweight team. The reality was that I was not an athlete and so had no inclination to follow the weightlifting/swimming/running training regimen required to participate. What I really liked was being on Elk Lake at 0600, skimming through the still water as the sun rose on the eight of us. While Jenn went on to years of competition, I retreated to a plain white fiberglass dinghy when I wanted to be on the water.

This was the first boat my sons enjoyed. We lived in a small house by the sea on Curteis Point and often rowed across Tsehum Harbour to Van Isle Marina in Sidney. We’d buy an ice cream in the shop and wander up and down the rows of luxury yachts. My sons would ask questions like, “Why don’t we have a helicopter on our boat?”

After some years, we moved into

Victoria and sold the rowboat because we couldn’t afford a trailer. What followed were busy child-rearing years, with little money and certainly none for a boat. But somewhere along the way, I’d heard about a Whitehall-style rowboat, virtually unsinkable and with a sliding-seat and foot stops. I bookmarked the website and read all about it, including the price—over \$10,000. I could only dream.

LEGACY

Just after my fiftieth birthday, my mum was diagnosed with incurable cancer and died two months later. It was a devastating loss and one that required us to take her ashes to Gambier Island, where we scattered them on the point facing the Lions. I learned afterwards that she’d left me some money and there wasn’t a doubt in my mind what I wanted to do with it.

My rowboat Sheila, named for my mum, has been to Cortes, Galiano and Piers islands, as well as routinely in the Strait of Juan de Fuca. Manufactured by Whitehall Rowing

and Sail of Victoria, my Solo 14 is a stable and roomy thermo-formed co-polymer rowing skiff, inspired by traditional Whitehalls. Able to handle wind, waves and current, with 9’ 6” carbon-fibre oars on outriggers, it’s my portal to the ocean.

Once we’ve launched, my dog settles onto the stern seat and I feel like a kid again, exploring the great sea with its catspaws and seals, beds of bull kelp and migrating Bonaparte gulls. The catch and finish of my oars make for a rhythmic row, sometimes a song in my head, but always with Mum in my heart.

“Hang on!” she used to say, over the roar of the two-stroke.

It was great advice for boating... and for life. ■

“Messing About” is devoted to our readers’ stories, memories, reflections and humour. We’re interested in the kind of stories you tell friends and family, memories of good times and above all, why you love boats and boating. If you have a story you’d like to tell or an idea to propose, we’d like to hear about it. Please email aadams@kerrwil.com or duartsnow@kerrwil.com.



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☞ This is the side view of a properly installed bow thruster. Notice the “eyebrow” at the front and the rounded trailing edge.



Boating with Thrusters

THERE ARE TWO KINDS OF PEOPLE; THOSE WHO HAVE THRUSTERS AND THOSE WHO WANT THEM!

By Andy Adams

RECENTLY, I WAS HAVING A CONVERSATION WITH JON MOLES FROM TORONTO YACHT SERVICES and he mentioned how much consumer interest there was around installing bow or stern thrusters. He added that there are often attractive deals at the winter boat shows for smart shoppers who want to save a little money and also be ready to go at the start of the season.

So, we set up a time when I could interview Jon and ask what consumers have been looking for from his

perspective as the man who actually installs thruster systems. We also wanted to know what it takes to install thrusters into an existing boat.

He started off by telling me that there are 2 kinds of people; those who have thrusters and those who want them! He added that once you have thrusters you will love them even if you are skilled boater who really doesn't need thrusters. It turns out that just knowing thrusters are there, can reduce anxiety when docking in high winds or tight quarters. ▶

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A properly installed bow thruster system should be able to rotate the boat 360° in 30 seconds. It's easy to see how that would get you out of trouble once in a while!

Jon also cited some other important considerations. He noted that it's much easier to bring the boat in stern first if you can control its angle with thrusters. This is especially true as slips get tighter, or boats get larger. Of course, to be able to spin your boat in the fairway and drive out forward, is far easier.

Recently, systems have come on the market that include remote control and, in some cases, the thrusters can be used to hold the boat against the dock as your crew gets off to tie up.

Jon felt that almost any boat over 25 or 28 feet can have a thruster installed. It's not just for big boats. The main issue at the bow is getting the tube about its diameter below the surface.

We also asked what costs are typical and Jon answered that to install an Imtra SidePower system [which is the brand he installs] will run perhaps \$7-\$8000 for boats up to 32' while boats from 32' to 45' will be \$8-9,000 and \$10,000 for boats 45' or larger. Stern thrusters are generally about 70% of the cost of a bow thruster due to reduced installation costs in most cases.

When planning an installation with a customer, John explains what he calls the A,B,C scenario. It's a matter of choosing the right size and power of thruster for the combination of both your boat and the boating conditions you anticipate being in.

"A" would be the biggest and most powerful system but it might be overkill if you do your boating in sheltered waters. "B" would be a general choice while "C" would be the least expensive, but also the least powerful. Jon also cautions that when you order thrusters from the factory on a new boat, they may be sized for price more than performance.

Consumers might also think it's better to have the factory do the work in the first place but that's not necessarily true. The factory does not know what your boating conditions

will be, and they actually install the thruster exactly the same way as Jon's Toronto Yacht Services team does on an aftermarket basis.

Either way, the boat has to be out of the water, cleared out and cleaned up, a special installation tool used to correctly locate the tunnel, and whether it's a brand-new boat at the factory or your beloved old clunker, you still have to cut a hole in either side of the bow to install the fiberglass tunnel and fair it in.

Jon reassures us that in his experience, he has never seen a tunnel installation fail and in fact, it probably adds quite a bit of strength to the boat when it is installed properly.

From a performance perspective, the installation is critical. It's not just a matter of installing the tube and trimming it to size. One of the biggest cost elements is faring it in properly and creating a kind of "eyebrow" over part of the tunnel and then a carefully rounded curve to the other part. That's a lot of grinding and careful hand work. If you don't do it, you can lose up to 30% of the thrusters' effectiveness and increase the noise about 30% too.

That's when you're installing bow thrusters—installing a stern thruster is a bit of a different matter. If your boat is laid out in such a way that the thruster can easily be accommodated, the engine is mounted inside the boat, the thruster tunnel unit is fastened outside the boat on the transom, out of sight below your swim platform and you can go ahead quite easily.

That assumes that there are no rudder stocks or steering gear in the way, that the fuel tank is not mounted right against the inside of the transom or that the engine installation people haven't used the transom for all the wiring panels. Also, in a boat with gas engines or in a wet area, an ignition protected, (IP) unit should be used.

Jon assures us that no two installations are the same!

These are a few questions that he thinks are important to ask if you're planning a thruster for your boat.

Ask what their recommendations are. The most important thing is to get the thruster properly sized

Jon feels that installing thrusters is one of the few upgrades that increases the value of the boat by approximately the cost of the installation, but this can vary widely.

for both your boat and the boating conditions. As an example, when Jon and the Toronto Yacht Services crew install a thruster from Side Power, the company does a full workup on that boat.

Be a performance shopper not a price shopper. Going cheap can be a false economy.

Ask if the installation is likely to increase the value of your boat. Jon feels that installing thrusters is one of the few upgrades that increases the value of the boat by approximately the cost of the installation, but this can vary widely.

Ask about the warranty coverage. Will parts be available to refurbish that thruster several years from now? Toronto Yacht Services has had to tear out some old installations and put in newer equipment. A properly sized, good-quality thruster system should last the life of the boat.

In a future issue, we will cover new systems from companies like Yacht Controller that can integrate the main engines with bow and stern thrusters to closely equal the performance available from the latest pod drive systems.

One last thought—even if you have pod drives, remember that they're steering the boat from the stern only. Also having a bow thruster, can make a huge difference in high winds or strong current.

Have fun shopping at the shows!

For more information, visit: www.canadianyachting.ca and click on "DIY" then check out "Upgrades"

For more thruster information visit:
www.levmar.com
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🚩 The new Hunter 40 under sail—they say life begins at 40!

Hunter's Evolution Continues

THE HUNTER 40 IS THE FIRST PRODUCT OF NEWLY-FORMED MARLOW-HUNTER LLC.

Story by John Kerr

THE EVOLUTION OF MARLOW-HUNTER LLC as a business and on the design front continued with the new owner and the launch of the new Hunter 40 at last fall's US Sailboat Show in Annapolis. Clearly, the rallying cry "Life Begins at 40" to celebrate Hunter's 40th anniversary in 2013 has traction throughout the Hunter organization under new owner David Marlow.

It's been a tough ride for Hunter of late, but its strength and resilience under very tough market conditions are testament to the quality of the team there and the reputation of the boats they build. Marlow saw the same strengths, and its move to acquire Hunter has given the firm a stronger foundation on which to build.

The Hunter 40 is the first boat from the new alliance, crafted from

scratch in only eight weeks. But its attributes demonstrate Hunter's resolve to push the envelope and continue its design evolution while delivering solid, quality boats.

At first look, one notices the long coachroof and radical window, balanced by a mast stepped well forward. From aft, the large pull-down transom appears well executed and integrates easily with the massive cockpit and its twin steering stations. The hard-chined hull will yield solid reaching performance.

Hunter has evolved its distinctive mainsail arch to incorporate what is called a "targa" hardtop that protects the cockpit and allows the mainsheet to be controlled easily from either steering station for easier single-handing. If you prefer a soft top, that choice is still available.



SPECIFICATIONS

Marlow Marine Sales of Sarasota, Florida; Merrill-Stevens Boat Works of Miami; and Norsemen Shipyard in China.

Marlow Yachts manufactures such boats as the Sprite and Gypsy yacht tenders, Marlow Explorer from 53 to 97', and the Marlow Prowler, a 37' cruiser/fishing yacht.

Length Overall	... 41' 3" 12.57 m
Hull Length	... 40' 12.19 m
Waterline length	... 36' 10.97 m
Beam	... 13' 2" 4.01 m
Draft (shoal)	... 5' 2" 1.57 m
Draft (deep)	... 6' 8" 2.03 m
Displacement	... 19,700 lb	... 8,936 kg
Ballast (shoal)	... 6,027 lb	... 2,734 kg
Ballast (deep)	... 5,425 lb	... 2,461 kg
Sail Area – Actual (standard)	1,006 sq ft .93.46 sq m	
Sail Area – Actual (furling)	910 sq ft 84.54 sq m	
Fuel Capacity	... 50 gal 189 L
Water Capacity	... 90 gal 341 L
Waste Capacity	... 40 gal 151 L
Auxiliary Power	... 40 hp	Yanmar diesel

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Specialty Yachts, Vancouver BC
www.specialtyyachts.com

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- The Hunter 40 features a spacious and bright cabin.
- A great feature of the functional and well-designed cockpit is the twin wheels.



A point here about the mainsail: with the forward location of the mast and Hunter's now-familiar B&R rig, with its swept-back spreaders and no backstay, this boat will rely heavily on the drive from the mainsail, so the optional full-battened main is the way I would go.

The expansive deck and openness of the cockpit, coupled with the new main batt-cars and lazy jack system, simplify the furling of the mainsail and make it possible to take advantage of a battened sail without much extra effort.

Below decks, the boat is a treat. One can select a two or three-cabin layout. The handcrafted joinery is well done and consistent with the drive of the Hunter team to advance here under the watchful eye of Marlow, who has a reputation for building high-quality boats for more than 46 years. The 40

has a very a comfortable saloon with a convertible dinette and a functional forward-facing nav station. The galley is large with generous Corian® countertops, excellent storage, dish rack and microwave. The aft cabin on the boat we saw was well executed, with its berth aligned perfectly under the cockpit. And the twin heads with segregated showers both forward and aft are an unexpected feature.

Reports on the boat's sailing characteristics have been positive. I would ensure I ordered the deeper keel (6' 8") configuration; the shoal keel (5' 2") is adequate but I suspect performance upwind would be better with the deeper fin.

The 40 is a solid effort by Hunter to consolidate its position as a builder of value-driven modern production cruising boats in North America. ■

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MERCURY



Cruisers Yachts 45 CANTIUS

CRUISERS YACHTS HIT THE SWEET SPOT

By John Armstrong and Andy Adams

THERE'S NOTHING LIKE PRACTICE to make things perfect. After first introducing the 48 Cantius model in 2010 and really breaking the mold on North American express and sedan cruisers, Cruisers Yachts and parent company KCS International followed up with their 41 Cantius, still a terrific boat but significantly smaller.

Both of the first Cantius models embodied a lot of new design philosophy about living spaces and how to really add convenience and enjoyment to the designs. It looks to us like they've applied everything they've learned to their new 45 Cantius.

Increasingly, people are focusing on the cockpit and the stern of the boat as their patio on the water. What we think is going to really excite buyers is the fact that in designing the 45 Cantius,

Cruisers Yachts took the opportunity of really building the connection between the cockpit and the salon by moving the galley up and putting it against the aft bulkhead with an enormous swing up glass window. The end result is that a significantly sized section of galley counter has now become like an open bar to the cockpit.

This way, when swimming and sunning, people can easily get drinks and snacks from the galley. The other thing that really improves this area dramatically is the optional electrically retractable sunshade.

With the press of a button, you can go from full sun to full shade. It's very convenient.

In fact, convenience is a really important aspect of this boat. When you come on board, there's no canvas to fiddle with, the boat is ▶

With a great new layout that emphasizes the "patio" and outdoor living in the cockpit, the 45 Cantius seems to hit the sweet spot for the new boat buyers' wish list.

SPECIFICATIONS

Test boat engines: Twin Volvo Penta IPS 500, D6 inline 6 cylinder diesel with common rail injection and dual overhead cams, 5.5 L / 336 ci displacement, producing 370 hp and driving pod drives.

ENGINE RPM	SPEED MPH
Idle	4.0
1000	6.7
1500	9.10
2000	11.1
2400	13.9
2600	16.5
3000	21.7
3100	24.0
3300	27.0
3500	29.3
3600	31.0
3630	31.7 max

CRUISING SPEED rpm / mph
3,100 / 24.0

SPECIFICATIONS:

LENGTH OVERALL: 45'0" / 13.7 m
BEAM: 14'6" / 4.3 m
WEIGHT: 29,500 lbs / 13,381 kg
FUEL CAPACITY: 362 gal / 1,370 L
WATER CAPACITY: 100 gal / 379 L
WASTE CAPACITY: 48 gal / 182 L
PRICE: \$960,000 USD as tested

Test boat provided by and price quoted by:
Cruisers Yachts www.cruisersyachts.com

Performance data by: Cruisers Yachts



➔ This wide-angle view shows the salon layout, sun roof, helm, dinette and generous side glass areas.

completely locked up and secure, but just by opening a couple of doors and pressing the button on the enormous electric sunroof over the saloon, you can convert it into a very open feeling boat.

Let's get down to cases. Starting at the stern where you generally step onboard, Cruisers Yachts has given the 45 Cantius a substantial swim platform with integrated swim ladder under a cover, a storage locker on the starboard side that includes the Cablemaster to reel in your shore power cords and then a rumble seat that very cleverly faces aft for swimming and also converts into a sun lounge or again into a cockpit settee.

Also, the individual fore and aft seating sections can be tilted up allowing people to face inward for a spacious conversation pit! As if that weren't enough, the entire arrangement lifts up and reveals a huge storage space right at the transom; very handy for bulky items of all kinds.

On the port side, is the transom gate leading into the cockpit sole and there are molded-in steps with footlights leading up to the side decks on either side.

To further facilitate the entertainment space, the cockpit has a refreshment area with drink holders, storage, optional icemaker and a Kenyon electric grill for food preparation outside of the cabin area.

Two of the most important features are the glass bulkhead, elegantly framed in stainless steel, and then the electronically retractable sunshade covering the whole cockpit, which is sure to be a favorite feature.

When the noon-day sun gets too strong, press the button and out glides the shade. The glass bulkhead opens in two ways; a locking cabin door and then also an enormous swing up section that reveals open access to the galley.

These days it's all about fine dining! We think Cruisers Yachts made a brilliant move when they located the galley up in the salon and back by the cockpit. Double door, under-counter refrigerators by Isotherm occupy most of the space against the bulkhead. This gives you a big expanse of counter space, open to the cockpit and puts the refrigerator and freezer at your fingertips whether you're inside or out.

In the corner, there's a large,

round, polished stainless steel sink big enough to handle your pots and pans, a convection microwave mounted under the counter, coffee maker cubby, two burner electric stove, a roll out bin for pots and pans as well as for drawers in the cabinets and more storage overhead.

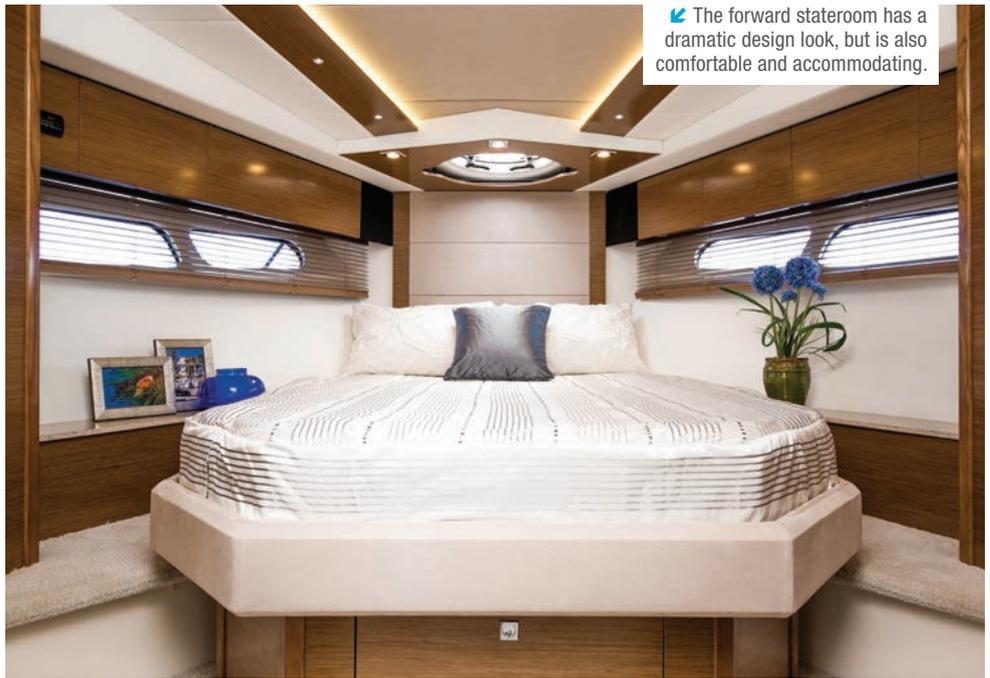
Not only does the 45 Cantius enjoy a particularly good expanse of counter space (especially with the cover over the stovetop) but it's a bright and pleasant place to cook and prepare food. Everybody will love this layout.

Opposite the galley on the starboard side is the ship's electrical panel and there's a bar as well on that side. Ahead of that is a settee that pulls out to make a berth when required for guests. It's a nice spot to get in out of the sun or spray as well when running.

Then again, when you are traveling from place to place, many people will prefer to sit in the dining area where the seating is raised a bit and you have the dining table for drinks and snacks. This space enjoys a commanding view forward and 360 degrees because you are surrounded by side glass and you are also under the electrically retractable sunroof so you can choose indoor



➤ It's great to have the galley on the main deck level. It's bright, has impressive counter space and the opening aft bulkhead to the cockpit is a great feature!



➤ The forward stateroom has a dramatic design look, but is also comfortable and accommodating.

or alfresco dining.

The dinette seating is at the same level as the double wide and elegantly upholstered helm seat that features a wide range of adjustments.

The helm includes Cruisers Yachts' elegant leather rimmed steering wheel with tilt adjustment, air-conditioning vents and wood grained trim for a warm and nautical look. All switches are

located to the centerline so they're easy for navigators and co-pilots to reach while the engine controls and the IPS 500 joystick docking control are on the starboard side of the wheel where the ▶



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➤ This shows so much—big swim platform, transom walk-through, very versatile aft seating arrangement and the port side refreshment area with grill.

captain can rest his arm.

The windshield has two substantial wipers and there are opening side glass sections for ventilation.

The test boat had a center-mounted display for engine functions as well as a pair of Raymarine E120 widescreen multifunction displays delivering chart plotter, selectable engine functions, depth, scans from the optional 4 kilowatt radar and an IPS integrated autopilot was also included on the test boat. It's a great looking helm, but it's also very high-tech and user-friendly.

Staying on this level, the side decks provide an impressive amount of room and security for going forward. There is a sturdy bow rail as well as handrails on the coach roof. There are sun lounges on the foredeck that have adjustable angled backrests and there is easy access to the electric windlass, ground tackle and the generous anchor locker.

Cruisers Yachts has given the 45 Cantius a modern and very clean-lined design theme that is most evident in the cabins. The forward stateroom is bright, high and enjoys an overhead hatch, side portholes as well as spacious lockers at the gunwale level. This cabin has a

shaped queen berth with generous storage drawers located underneath.

There are cedar-lined closets port and starboard, the now requisite entertainment system, with flat screen TV plus an iPod port with remote for evening enjoyment and the convenience of a well-appointed private head.

The master head has an enclosed shower stall, MSD, vessel sink on the vanity counter and mirrored medicine cabinet doors well located for makeup and shaving. We like the elegant faucets and the porthole by the sink.

The 45 Cantius also has a midship head and it has 6'4" headroom in the shower stall, a contemporary vanity with solid-surface countertops, storage above and below. We appreciate the mirrored medicine cabinet and a hand-held shower in the wet head. It has a door on the shower stall to keep things dry.

The aft or guest stateroom is more like a private suite with a queen berth separated from an entertainment area by a stylish privacy wall. The entertainment hideaway is designed for socializing and movie nights with a port side settee, side lounge seats with footrests that convert to an additional

sleeper, an iPod port with remote, and a pivoting TV for viewing from virtually anywhere in the room.

We also really like the enormous glass areas bonded into the hull sides. These bring in a tremendous amount of daylight and give this cabin a very bright and airy feel.

The test boat had air-conditioning throughout and other convenience and comfort features like a built-in laundry washing machine and dryer, central vac and more.

Performance with the 45 Cantius is impressive with twin Volvo Penta IPS 500 diesels at 370 hp, each running through pod drives. This includes electronic steering and engine controls that give the boat joystick docking as well as a solid level of performance topping out at almost 32 mph. IPS 600 engines are available optionally. The ride is very solid and stable, cutting through the chop with confidence and giving the captain very good sight lines from helm forward and aft. It's an easy and enjoyable boat to drive. Just lay in the waypoints, set the autopilot and relax in comfort!

With the 45 Cantius, Cruisers Yachts really hit the sweet spot! ■



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Coastal Craft 560 IPS

WITH ITS NEW FLAGSHIP, COASTAL CRAFT STAYS TRUE TO ITS SUCCESSFUL APPROACH, DELIVERING TOP-QUALITY CONSTRUCTION IN A HIGH-PERFORMANCE YACHT.



Story by Robert Buller
Photos by Neil Rabinowitz

REVIEWING NEW BOATS is one of the most enjoyable parts of any marine writer's life. Not only do we see the latest designs and goodies from a variety of manufacturers, but we get to play Walter Mitty and dream about owning examples of the boats we test.

When Coastal Craft founder Jeff Rhodes took me out on Vancouver's English Bay aboard the company's new 56' flagship, that very thought was uppermost in my mind. This one might be beyond my budget but I finished the test thinking I might just be able to afford one of its smaller siblings. I

was impressed. My notes were full of superlatives and our ride at speed only confirmed my early impressions.

Hull #2 of the Coastal Craft 560 has recently been delivered, but the owners of Hull #1 graciously allow Rhodes to use her for demos and boat shows. I had seen her under construction last winter on a tour of the Gibsons, BC factory. Then, she was all components, bare metal, wiring and a swarm of workers. Now she's a top-line performance yacht and looks the part.

From a distance there is no mistaking her Coastal Craft heritage. The reverse-raked windshield, compound curve of the sheer and deep royal blue hull paint all shout Coastal Craft—with a subtext of "watch me go!"

From closer up I was struck by the

vessel's size. Most 50-plus-footers have a third deck in the flying bridge, adding height. But this model's performance at speed makes a permanent bimini impractical, so the 56 has two decks and similar proportions to the rest of the Coastal Craft line, with an open flying bridge. It never looks overly large but once alongside you are aware of her length. The proportions seem just right.

The finish is impeccable. The boat had already gathered a group of admirers by the time I arrived dockside, and they were all surprised to learn it was welded aluminum. The mirror-like finish of the hull looks like premium fiberglass. And the bow has an almost sensual compound-curved flare.

Stepping aboard through the transom door, we passed over the

With just two main decks, the 560 has a low-slung, purposeful look that emphasizes its performance pedigree.



An expansive upper deck has room for a large tender and generous space for seating and entertaining.



substantial aft deck, teak-covered and easily large enough to seat six or eight around the U-shaped table—and more with portable deck chairs. I was impressed with the quality of all hardware and fittings. All doors closed with a reassuring “thunk” and there were no gaps in any closure.

INTERIOR

The interior is finished in off-white and earth tones, very muted but classy. The paneling is a warm teak that contrasts nicely with the soft fabrics. And the woodwork is all the more attractive because the builders have taken extra care to match grain on all cabinetry.

The owners of our test boat specified a large dinette because they do a lot of entertaining. The triangular

dinette table takes up the port side of the saloon while to starboard is a love seat-sized sofa. The dinette is raised about six inches to allow easy sight lines outside, while the sofa is mounted flush on the sole. The galley is amidships to port, and all appliances and most storage are fitted below counter height. Nothing intrudes into the space above, providing excellent all-round visibility for crew and passengers alike.

As Rhodes walked me through the boat, it was clear that there is a huge amount of storage in the galley and saloon, indeed throughout. Countless drawers and cupboards held everything from provisions to supplies to china and stemware, as well as navigation accessories. With everything tucked away, the interior looked very

clean and uncluttered.

The helm is located to starboard opposite the galley and is fitted with twin Stidd chairs. The boat has four control stations: at the main helm, flying bridge and aft deck port and starboard. At the main helm, controls are standard save the addition of the Volvo Penta IPS joystick mounted on the skipper's armrest to starboard.

In front of the helm was space for three full 15” navigation screens, as well as the display for the E-Plex monitoring and control systems. The boat was fitted with a Garmin navigation system that incorporated plotter, radar, depth sounder, three onboard cameras, Flir night vision and engine instruments. Anything that is monitored can be displayed on one of

Saloon with a view: appliances and storage are kept below counter level to preserve all-around visibility.



SPECIFICATIONS

ENGINE RPM	SPEED MPH
LOA	56' 6"
LWL	48' 6"
Beam	16' 6"
Draft	4' 9"
Fuel Capacity	800 US gal/3,028 L
Water Capacity	180 US gal/681 L
Waste Capacity	70 US gal/265 L
Propulsion (standard)	Twin Volvo D13 800-hp diesels with IPS3 drives
Cruising Speed	30 knots
Maximum Speed	38 knots
Loaded Displacement	65,000 lbs
Range (at cruise)	400 miles
Range at 8 knots	1,000 miles

PERFORMANCE

RPM	Speed (knots)	Economy (US GPH)
0600	6.5	3.0
0800	8.9	8.1
1000	10.9	13.5
1200	12.5	22.2
1400	17.0	32.4
1600	21.0	42.0
1700	23.2	44.5
1800	25.3	49.3
1900	27.4	54.5
2000	30.0	60.0
2100	33.0	66.2
2200	34.5	73.3
2300	36.8	82.2
2370	38.2	87.3

Load: 90 percent fuel, 100 percent water, with three passengers.

www.coastalcraft.com

these screens at the helm, and all are repeated at the upper helm.

Access to the below-deck service space is through a hatch at the front of the saloon. Another access hatch is farther aft. Down a short three-step ladder, the entire mechanical and electrical systems are revealed. It's a hands-and-knees space but amazingly comfortable. All key components that need servicing are within easy reach, such as the battery bank, inverters and chargers, Racor fuel filters, and the heating and cooling systems. Everything is properly labeled, and all installations are operating-room tidy.

Most owners won't spend much time below decks, other than for routine maintenance. And even that will be minimized as the batteries are sealed Lithium-Ion, for example, and other systems are designed to need minimum attention. The key is the E-Plex system that allows the skipper to monitor and control all operating systems from the helm.

ACCOMMODATIONS

The 560 is a true twin-stateroom yacht. The guest stateroom is aft with access through a portside companionway at the rear of the saloon. Two

generous single berths extend forward under the dinette—they are full-sized but there is modest ceiling height over the berth itself. A three-piece head is complete with a full-sized shower. Sliding doorways on the companionway ensure privacy. This stateroom has its own lighting and HVAC controls, separate from the rest of the boat, so guests will feel comfortable and in control of their own space.

The master stateroom is forward, with access just to port and past the helm and galley. Down three steps is an entry area that hides the full-sized Miele washer and dryer, neatly installed behind paneled access doors. The walk-around master berth is just four inches shy of a full king width, a compromise to maximize sleeping comfort and still allow free access to the built-in drawers and hanging lockers alongside. A full-sized head is forward with a separate shower; countertops are granite. The master head has real marble flooring.

Lighting is Imtra LED throughout, all controlled through the E-Plex system, as is the Bose sound system.

From the aft deck, a stunning open stairway to port—dramatically formed in stainless steel with teak treads—leads to the flying bridge. Sliding companionway



➤ The main helm is fitted with twin Stidd chairs and multiple displays for electronics, instruments, and an E-Plex monitor and control system. ➤ Up forward, the master stateroom offers a large island berth and extensive storage in drawers and hanging lockers. ➤ The guest stateroom aft extends under the dinette, with its own full head and climate control separate from the rest of the boat.



doors open onto to an expansive upper deck. There is room here for a good-sized tender with outboard on davits, and generous entertaining space for at least eight guests.

Access to the engine compartment is via a hydraulically-operated hatch in the aft deck. The hatch swings up and aft as the sculpted stair unit splits at mid-height to open wide, showing the twin 900-hp Volvo Penta D13 common-rail diesels. These engines are the largest in the Volvo family, but Coastal Craft will also install their smaller 800-hp siblings. The Volvos are matched to a pair of the largest forward-facing IPS drive units.

This aft compartment is only for the engines. All other systems are housed and accessed separately, ensuring better cleanliness and heat isolation from the rest of the boat.

PERFORMANCE

Once our tour was complete, Rhodes took us out for the highlight of the day, some low-speed maneuvering, then a run at speed. To demonstrate the ultra-maneuverability of the low-speed IPS joystick control, Rhodes snaked us away from the Horseshoe Bay public dock, past rows of marina moorage and out around the breakwater to open water. At idle, the massive Volvos pushed the 65,000-lb hull at over six knots, but if the slow-speed maneuvering feature is engaged this slows to three knots.

As Rhodes opened the throttles gradually and we climbed steadily onto plane, I was impressed that the bow hardly rose at all—we climbed straight up and out. Before there was any sensation of speed, we were doing 25 knots. The hull felt totally at ease, as if it could do this all day. We tried several acceleration runs, each a bit more aggressive, and the boat's demeanor remained straight and true, solid and

confidence-inspiring. With just two of us and a light load of fuel and water aboard, we approached maximum cruising speeds in the high 30s. Even at these speeds the boat is very quiet.

An emergency avoidance maneuver was a very tight turn with no need to cut the throttles. The turns were true, with minimal lean and no drama. Our figure-eight demos and a couple of passing ferries created a fair wash, but the 560 handled the chop with grace. Solid and comfortable were the words that came to mind. Oh, yes, and total fun!

There is much more about the 560 and its systems and options than we can describe here. My conclusion was that the highest quality in design and construction is matched by all components and the complete build package. Coastal Craft brings sport yacht performance to an ultra-quality vessel. Rhodes and his Coastal Craft team are perfecting this approach, and their growing order book shows it's exactly what their customers want. I'm just wondering what I can trim out of my personal budget to be able to take one home. ■

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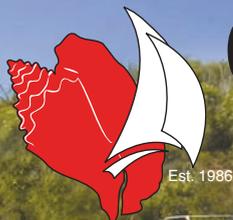
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35 qt. Yeti	21 x 15 1/2 x 15 1/2	17 lbs.
35 qt. Engel	24.4 x 14.8 x 15.1	22 lbs.
45 qt. Yeti	25 1/2 x 15 1/2 x 15 1/2	22 lbs.
65 qt. Yeti	30 1/2 x 17 1/8 x 16 1/4	27 lbs.
65 qt. Engel	29.9 x 16.8 x 16 1/2	28 lbs.
80 qt. Engel	34.8 x 16.8 x 17.6	33 lbs.
85 qt. Yeti	35 x 17 1/8 x 18	32 lbs.
105 qt. Yeti	30 1/2 x 19 x 19 3/4	33 lbs.
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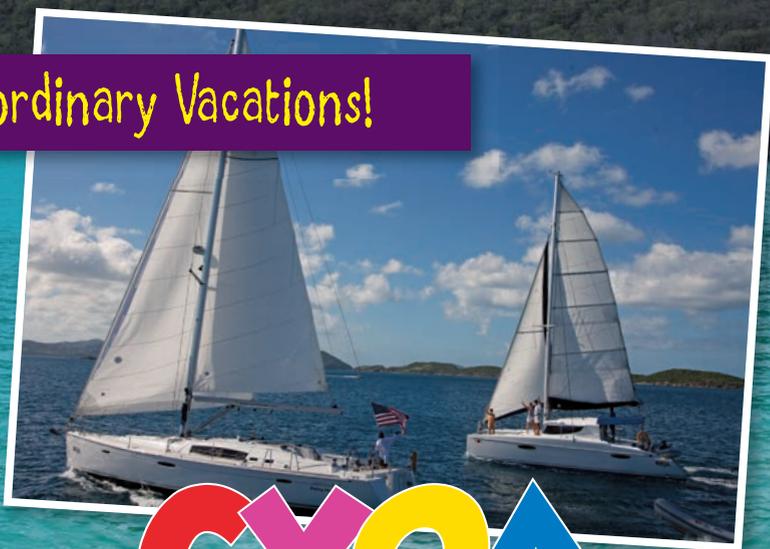
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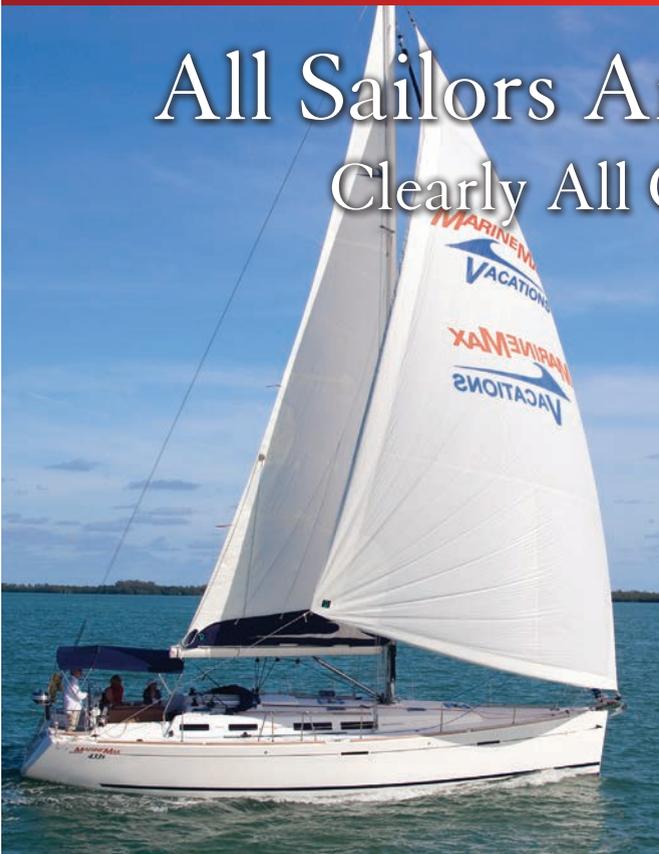
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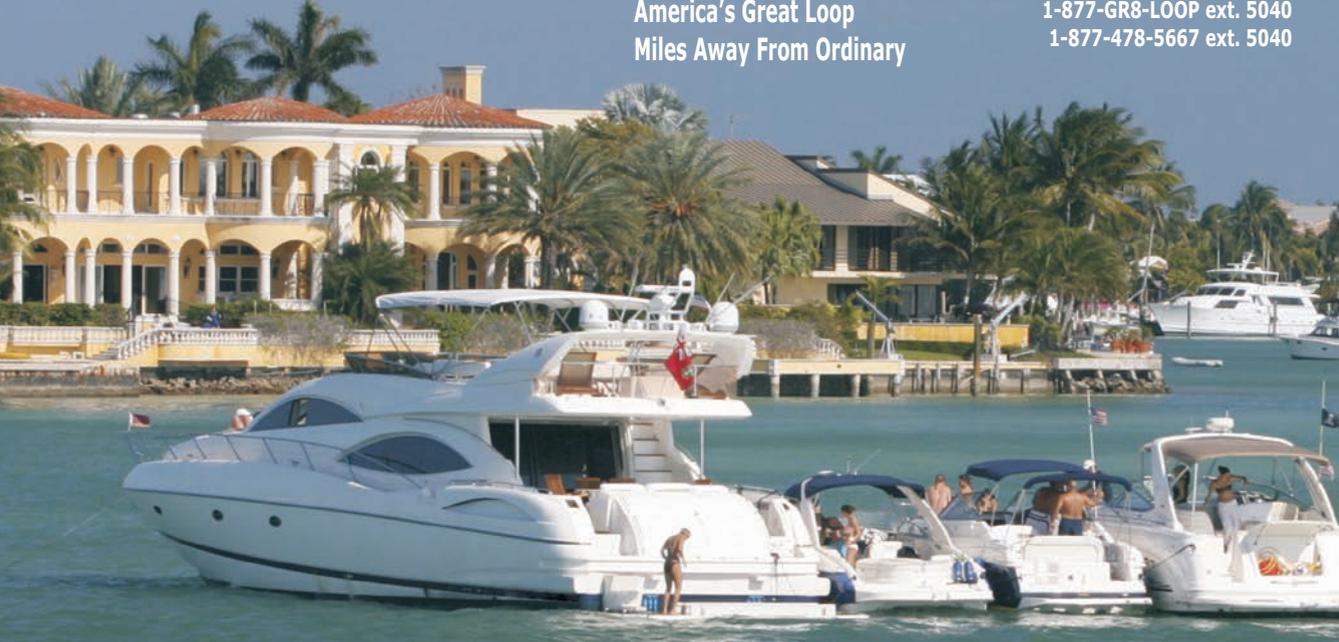




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CS 30	5 FROM	\$31,900	Catalina 350	2003	\$124,900
Mirage 30	1984/5	\$34,900	CS 36 Merlin	3 FROM	\$49,900
Hughes 31	1981	\$24,900	CS 36 Traditional	2 FROM	\$57,000
Tanzer 31	1986	\$34,900	Roberts Ketch 36 Pilothouse	1982	\$55,000
Ontario 32	1975	\$29,900	Hanse 370	2007	\$179,000
Mirage 32	1989	\$29,900	Morgan Catalina 381 CC	1993	\$69,900
C&C 33 Sloop	1976	\$42,000	Starflight 38 (by Jim Taylor)	1988	\$69,900
C&C 33 MKII	1985	\$39,900	Beneteau First Class 12	1987	\$49,500
CS 33	2 FROM	\$39,900	C&C 37/40R	1990	\$69,900
Viking 33	1973	\$15,500	C&C 41	1983	\$105,000
Aloha 34	1984	\$29,900	Yankee Clipper 41	1977	\$119,900
Viking 34	1979	\$24,900	Colvin Gazelle 42	1985	\$30,000
Columbia 10.7 (35 ft.)	1978	\$29,800	Endeavour 42 CC	1988	\$94,900
Goderich 35	2002	\$159,000	Whitby 42	1973	\$69,000
Mirage 35	1984	\$49,000	Beneteau 44 Oceanis CC	1995	\$149,000
Niagara 35	2 FROM	\$54,900	Reliance 44	2 FROM	\$58,900

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2006 Regal 3860 HT Express
T-Mercruiser 8.1L HO
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1989 Carver 3297 Mariner
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42' Trojan 12m Prowler - 1988
\$99,900



41' Catalina Morgan CC - 1998
\$95,000



41' Silverton 410 - 2003
\$197,000



33' Hunter 33 - 2005
\$92,500

Sailboats

- 63' Bruce Roberts Steel Pilothouse Ketch - 1997/2007 - \$239,000
- 51' Formosa 51 - 1977 - \$97,000
- 50' Beneteau 505 - 2002 - \$199,000
- 49' Beneteau 49 - 2007 - \$349,000 US *REDUCED
- 45' Beneteau 456 - 1985 - \$72,900 *REDUCED
- 44' Reliance 44 - 1989/2002 - \$125,000
- 41' Lord Nelson Cruiser - 1982 - \$99,000 *SOLD
- 41' Bristol 41.1 Centre Cockpit - 1984 - \$119,000
- 41' Catalina Morgan CC - 1988 - \$95,000
- 40' Beneteau Oceanis 400 - 40.5 - 1993 - \$99,900
- 38' Colonial Schooner REPLICA - 2002 - \$OFFER
- 38' C&C 38 Landfall - 1980 - \$69,000
- 37' Farr Dickerson 37 (38) - 1985 - \$49,900
- 36' Beneteau 3617 - 1996 - \$94,995 *REDUCED
- 36' Pearson 365 - 1976 - \$39,995
- 36' Bianca 111 - 1984 - \$64,995
- 36' Pearson 36 - 1973 - \$38,900
- 36' Hunter Vision - 1993 - \$57,900 *SOLD
- 35' Ericson - 1973 - \$29,900
- 33' Hunter 33 - 2005 - \$92,500
- 33' CS 33 - 1982 - \$38,900
- 33' Nonsuch - 2013 - \$225,000
- 32' Bayfield 32C - 1975 - \$20,000 *REDUCED
- 32' Catalina 320 - 1997 - \$73,900 *REDUCED
- 32' Douglas - 1974 - \$19,900 *REDUCED
- 32' Kirie Elite 326 - 1990 - \$79,000
- 32' Catalina 320 - 1998 - \$69,900
- 32' Catalina 320 - 1995 - \$TBD
- 31' Tanzer 31 - 1985 - \$39,500
- 30' C&C 30 - 1980 - \$26,000
- 30' Gilbert - 1989 - \$29,900
- 30' Alberg 30 - 1974 - \$19,999
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- 29' Hunter 29.5 - 1994 - \$34,500
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- 48' Regency 48 Fly Bridge Motor Yacht - 1987 - \$99,900
- 46' Sea Ray Sundancer - 1999 - \$249,000
- 45' Sea Ray Express Bridge 450 - 1999 - \$195,000 *REDUCED
- 45' Cruisers Inc. 455 - 2006 - \$340,000
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- 42' Prowler 12m - 1988 - \$99,000
- 42' Cruisers 4270 - 2003 - \$199,000
- 42' Cruisers Inc. 415 Motor Yacht - 2007 - \$269,900
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- 42' Trojan Flybridge Aft Cabin - 1972 - \$49,900
- 41' Silverton 41 Sport Bridge - 2003 - \$197,000
- 40' Sea Ray 400 Sedan Bridge - 1999 - \$129,900
- 39' Trojan 390 Twin Diesel Express Cruiser - \$79,000 *REDUCED
- 38' Baja 38 Special - 1996 - \$59,900 *REDUCED
- 37' Trojan 11 Meter Sedan - 1985 - \$49,900
- 36' Carver 3607 Aft Cabin - 1983 - \$34,995
- 35' Sea Ray 350 - 1990 - \$39,900 *SOLD
- 35' Prowler 35 Sundeck - 1988 \$BEST OFFER
- 35' Sea Ray 350 Express Cruiser - 1990 - \$39,900
- 34' Carver 634 Santego - 1991 - \$39,900 *REDUCED
- 32' Sea Ray 320 Sundancer - 2006 - \$119,000
- 31' Trojan Custom Flybridge - 1973/2009 - \$24,900
- 28' Four Winns 288 Vista - 2004 - \$59,995 *SOLD
- 28' Formula 280 Bowrider - 2007 - \$78,900 *REDUCED
- 28' Rinker 260 Express Cruiser - 2008 - \$42,500 *SOLD
- 25' Four Winns 258 - 2007 - \$49,900 *REDUCED
- 24' Sea Ray 240 Sundancer - 1997 - \$25,500
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40 Sea Ray 400 DA	2000	174,500	32 Carver 32 Aft Cabin	1987	24,900
40 Silverton 40 Convertible	1988	59,000	32 Carver 3206 Aft Cabin	1983	18,000
40 Trojan 40 Flybridge MY	1980	48,900	30 Carver 30 AC	1981	24,900
39 Bayliner 3988 MY	1995	124,900	29 Champion 957 Victoria	1999	46,900
39 Symbol 39 Sportfish	1988	75,000	29 Thundercraft 290 Magnum EX	1988	15,900
38 Silverton 38 Sport Bridge	2005	199,000	28 Doral Prestancia 280	2005	89,000
38 Chris Craft 380 Continental	1993	39,500	28 Sea Ray 280 Sundancer	2001	49,000
36 Carver 36 Aft Cabin	1984	49,900			
36 Trojan 36 Tri Cabin	1976	26,900	39 Corbin 39 Aft Cockpit	1982	87,000
36 Carver 356 Motor Yacht	2004	149,900	37 C&C 37 Cruiser	1981	48,000
35 Cruisers 3570 Esprit	1995	69,000	33 CS33 Shoal Draft Cruiser	1988	29,500
34 Sea Ray 340 Sundancer	2000	87,500	32 Irwin 32	1970	18,900
34 Carver 34 Santego Flybridge	1989	69,900	30 Ticon 30	1986	34,500
34 Silverton 34C	1992	48,000	29 Aura Columbia 8.7	1983	32,000
34 Sea Ray 340 Sedan Bridge	1986	19,900	26 Nonsuch 26 Classic	1984	29,900



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SAIL	Year	Price	Year	Price	Year	Price	Year	Price
45 Jeanneau 45.2	2000	\$179,900	32 C&C 32	1980	\$31,500	27 C&C 27mKll	1975	\$8,500
42 Catalina 42mKll	2006	\$224,900	32 Catalina 320	1999	\$74,500	27 Catalina 27	1986	\$13,900
42 Catalina 42mKll	2004	\$199,000	32 Jeanneau 32 Italia	1985	\$34,900	27 Luger Fairwind 27	1988	\$7,000
42 Catalina 42mKll	2002	\$174,500	32 Mirage 32	1987	\$39,900	27 Mirage 27	1983	\$9,900
41 C&C 41	1985	\$69,500	31 Niagara 31	1981	\$37,900	26 Tanzer 26	1976	\$8,900
38 C&C 38 Landfall	1982	\$52,900	31 C&C 31 Corvette	1967	\$11,500	26 Thunderbird 26 [f/glass]	1972	\$5,000
38 Catalina 380	2000	\$134,900	31 Catalina 315	2013	CALL	26 Thunderbird 26 [wood]	1964	\$5,000
37 Alberg 37 Yawl	1970	\$38,500	31 Hughes 31	1982	\$19,900	25 Bayfield 25	1981	\$13,900
37 Gib'Sea 106S	1986	\$58,900	31 Hunter 31	2008	\$74,900	24 Shark	1970	\$6,500
37 Goderich 37	1985	\$59,900	31 Tanzer 31	1984	\$24,900	22 Edel 665	1979	\$6,500
37 Northern 37 Pilothouse	1990	\$54,900	30 Acadian 30 Yawl	1970	\$19,900	21 Sirius 21	1981	\$6,500
37 Peterson 37	1985	\$56,500	30 C&C 30	1976	\$19,900	POWER		
37 Tayana 37	1980	\$39,999	30 C&C 30	1974	\$17,500	45 Carver 450 Voyager	1999	\$275,000
36 Catalina 36mKll	2005	\$132,900	30 Catalina 30mKll	1995	\$48,900	42 Sabre 42 Salon Express	2010	\$635,000
36 CS36 Traditional	1986	\$59,900	30 Catalina 30	1985	\$23,900	36 Trojan 36 Tri Cabin	1972	\$27,500
36 CS36 Traditional	1984	\$57,000	30 Catalina 309	2011	CALL	34 Rinker 342	2002	\$64,900
36 CS36 Traditional	1979	\$41,900	30 CS30	1985	\$42,500	33 Sea Ray 330	2008	\$179,900
35 Beneteau 351	1993	\$92,000	30 Express 30	1982	\$17,900	32 Monterey 322	2002	\$65,000
35 Catalina 355	2013	CALL	30 Pearson Flyer 30	1981	\$14,900	32 Wellcraft 3200	1995	\$39,000
35 Catalina 355	2011	\$198,000	30 Seafarer 30	1979	\$18,900	30 Sea Ray 300 Sundancer	1989	\$25,900
35 Pearson 35	1976	\$29,500	29 C&C 29	1976	\$16,500	29 Grew 290 Sunbridge	1987	\$22,900
34 Tartan 3400	2006	\$169,500	28 Catalina 28 mkl	2005	\$69,900	25 Doral Tara	1990	\$9,950
33 Beneteau 331	2001	\$89,900	28 Aloha 28	1976	\$9,900	25 Four Winns Vista	1999	\$21,900
33 C&C33mKll	1985	\$43,000	28 Aloha 8.5	1984	\$14,800	24 Rinker Captiva 246	2007	\$28,900
32 Bayfield 32	1981	\$20,000	28 Newport 28	1987	\$14,500	23 Cobia 230 Walkaround	2001	\$21,900
			28 Grampian 28	1975	\$19,500	22 Starcraft 221 Offshore	1988	\$15,000

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30 CS, 1985,	\$41,900	36.7' BENETEAU FIRST, 2006	\$122,900
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43' BENETEAU, 2011	\$239,900
43' BENETEAU, 2008	\$219,900
43' BENETEAU 430, 1986	\$119,000
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<p>1998 Sea Ray 37 SUNDANCER \$79,900</p> <p>This great Sea Ray Sundancer is waiting for you to take her cruising now! Please come have a look and see the value this boat offers!</p>	<p>2003 Silverton 38 Convertible \$165,000</p> <p>Fresh water only! Versatile flybridge convertible delivers big boat comfort and performance at an exceptional price. Spacious interior and exterior that is ideal for luxury entertaining and excursions.</p>	<p>2008 39 Silverton \$219,000</p> <p>This gorgeous Silverton motoryacht is just like a new in the show room with less than 100 hours on her! She has virtually EVERY available option - Vendor is MOTIVATED.</p>	<p>1998 Carver 53 Voyager \$269,000</p> <p>Luxurious three stateroom cherry interior features spacious salon, large fully equipped galley, Sold new by Crate's and has always had the very best in care!</p>	<p>2009 Rinker 280 Express Cruiser \$71,900</p> <p>Commissioned 2010, bought new, one owner. Upgraded 8.1L Volvo Duoprop engine and many other extra's inc. All chain anchor rode.</p>

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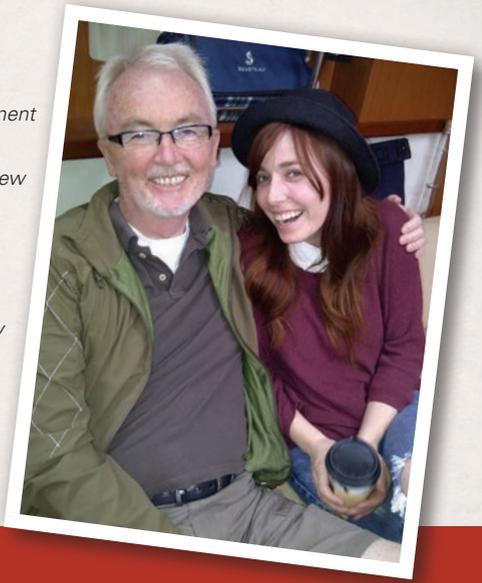
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Thanks Lawrence and Sarah and everybody at Specialty Yachts.

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David Mussell with his daughter Lindsay.



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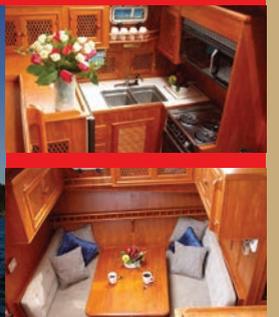


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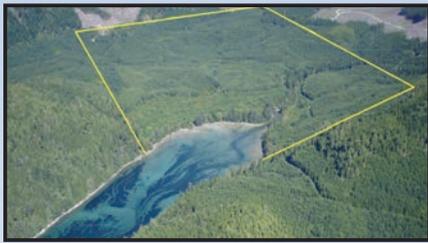


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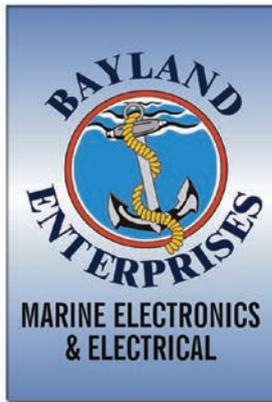
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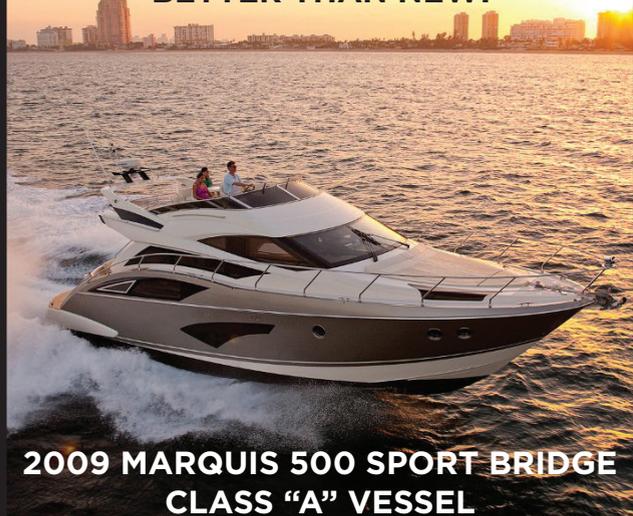
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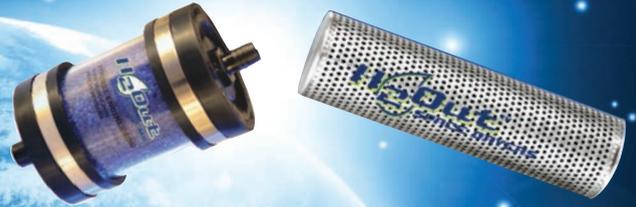


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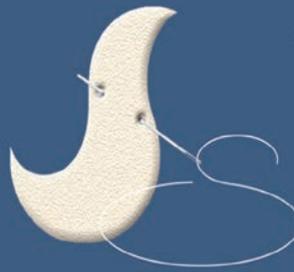
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WE'RE IN VICTORIA FOR A T-BIRD REGATTA. The fleet is 70 boats but , *Helios 4*, is thrashing us all, race after race.

The boat is sailed by Doug Lee and a team from Leitch McBride, so I naturally assume high tech everything. What I find is anything but gleaming and tricked out; the boat is a duct tape special, the sails are half crisp and the gear is hopeless junk from someone's garage including old brown fiber blocks from the 60s, when the boat was built. Yet this pile of detritus dusts the fleet.

Plus, the crew is nailing a sheet of plywood onto the deck floor—the driver had crashed through this old woodie while crushing the fleet earlier. The crew is now rebuilding it on the go. With nails!

How could this debilitated junker trounce the spend-anything shooters and visiting fleet champs? There is only one answer—sailmaker hocus pocus.

In Youngstown I ride aboard a C&C41 in a super-hotly fought fleet. At the helm, North Sails' Olympian Hans Fogh, retaining his near silent demeanour, without

warning whispers 'tack.' A crack crew tosses the boat over flawlessly. "Tack" mumbles Hans again. Tack, tack, tack. We look—the fleet is fading away in the distance half a leg behind before the weather pin. How did he do it? Black magic.

I ask Hans why sailmakers are such good sailors and he disagrees—it's the other way around, he told me. Top sailors can look at the sails and see what we mortals don't. He doesn't elaborate on what he actually sees—magicians *never* reveal their secrets, right?

In these days of Internet, Mars probes and low calorie beer, how can we still believe in witch doctors? Sailmakers are eccentric, weather worn and weird yet there they are at the front of the fleet. What is there in the wind and the sails they understand that we do not? I have attended North U read Wallace Ross and Stuart Walker in the hopes that I would better understand. Nada.

I first met Ed Botterel when he repped Hood Sails. I bought a CS22 and headed to Power Squadron to learn some seamanship. Ed came and talked

sails with us rookies so I buy a genny. I don't really understand what he is explaining, but he's so convincing—or is it a spell—I am sold.

Today, at 81 Ed is every bit as elusive and last year something crazy happened that reinforced his paranormal status. At the C&C Reunion in Hamilton last spring, one hundred or so C&C alumni assembled for a giant photo op. Later, I am drop-jawed to see that somehow Ed floated into the centre of the shot, wearing a light suit so he stood out among the prestigious. One flaw—Ed had never worked for C&C—he was a guest at the event but became the centre of it all; the jack of diamonds had magically risen to the top of the deck.

Is it sleight of hand, is it legerdemain? No it's sailmaking but don't try to understand it. It's the secret caramel in the chocolate bar. They've got it, you don't and you should resign yourself to that simple truth that these people are from the dark side and you shouldn't mess. Disbelieve and your sailmaker will make your foredeck turn into a rabbit and a bouquet of carnations midway down the leeward leg. ■



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