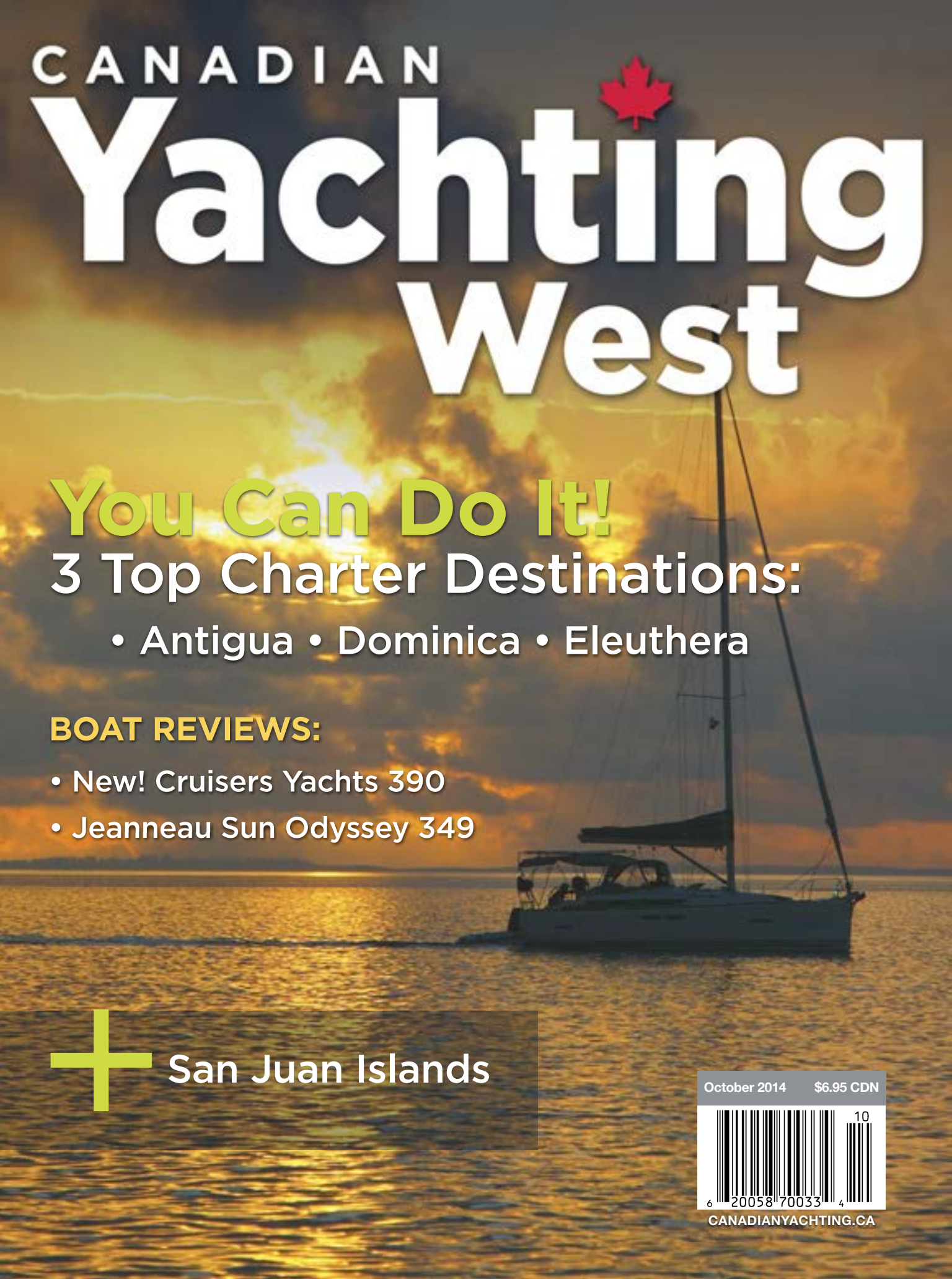
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Feel the Quality… Experience the Value.

A statement from Mr. David E. Marlow, Chairman and Owner of Marlow-Hunter, LLC

David Marlow

At Marlow-Hunter (MH) we take those words, Quality and Value, as seriously as a tsunami wave. For we truly understand your boat is an extension of yourself, an object to be enjoyed without hassle, confusion or fear by your family and loved ones. An inanimate object yes, but an object that we name and which often becomes an integral part of our family and friends circle to be loved and enjoyed by all.

When I purchased Hunter Marine Corporation the vision was to take Hunter's current models and new boats to be developed to new levels of excellence. "Make each one better than the one before" were the marching orders. Marlow builds world class power yachts which are unprecedented in quality and appeal, winning numerous design, technology, performance and environmental stewardship awards around the world. Recently, Marlow Yachts earned "boat of the year in the large boat category" for 2013 from PassageMaker magazine for its' 104' mega-yacht. My teams are now pouring our energies, assets and sweat into every boat from the MH 15' daysailor to the MH 50' ocean voyager. After two years of ownership below are a few highlights of our continuous striving to be better expressed in words that attempt to describe the passion and dedication of all our employees and owner subscribe to make the boat of your dreams come true… be it that daysailor or ocean voyager.

EASE OF SAILING THROUGH INNOVATION

Over the years Hunter and now Marlow-Hunter have introduced to the production sailing industry unique innovations to make sailing easier and has caused many other brands to follow, albeit at times lacking the functionality or thought of original design. Features such as stern rail seats for clearing the cockpit and giving your family and guests "the best seat in the house" are popular standards now. Robust arches over the skipper and crews heads allow for end boom sheeting with the boom and running rigging up and out of the way when tacking, jibing or just relaxing in the cockpit. Jib winches well aft with all lines lead aft make the boat much easier to sail single-handed. The B&R rigs with swept back spreaders eliminating the need for a backstay provide virtually automatic jibes and tacking while adding significant power aloft. Walk through transoms which now fold down to become a wonderful extension of the cockpit for gatherings, ease of boarding or swimming from the boat. The elimination of the backstay and cumbersome associated rigging has allowed the mast to move forward for far better rig balance and ease of tacking. Close sheeting angles with easy to handle non overlapping jibs provide brilliant upwind performance without requirement for rock star sailors on board. National Advisory Committee for Aeronautics (NACA) foil section shoal keels with wings offer far more stability and less draft. Other innovations recently proven to provide superior sailing characteristics such as speed, ride quality and drier decks are our hull design features like the bow hollow, stern reflex, a hard chine near the waterline aft, and a dual ended mainsheet able to be controlled by captain or crew followed. The list marches on and will take another leap forward with the new 31 to be introduced in Annapolis, with big boat features to suit today's cruising lifestyle whatever your destination. For almost automatic operation couple all of this with in-mast furling and electric winches and you have a boat that is much easier to sail and will out sail its competitors all things being equal in virtually all conditions. Our goal is to get you on the water faster and safer, with more comfort than ever before while aboard.

SAFETY – OUR HIGHEST CONCERN

All Marlow boats are constructed to NMMA (National Marine Manufacturing Association) certification using ABYC (American Boat and Yacht Council) standards and we are a fully accredited CE Certified (Community of Europe) manufacturer which means that we can and do build boats to be shipped anywhere in the world meeting that country's standards. We not only build to these standards but also demand our suppliers do the same including certification on file. It does add cost to manufacturer to be fully compliant with all certifications standards for safety and build quality without exception but pays dividends for your family from ours. In fact, Marlow-Hunter earned the prestigious award from the American Safety Council given annually to one manufacturer selling products to consumers for their efforts in going ***beyond the minimum standards***. When you do your research on your next boat inquire as to these standards and verify what you hear as reply. What you may hear from many competitors is a, "No, but we do this or that" in lame response. That is not acceptable in our viewpoint. Demand to see the certificates – ours are on line for your viewing at www.marlow-hunter.com. Visit our spotless and beautiful factory and watch our talented crews at work building your new Marlow Hunter on site, as opposed to unloading containers of prefabricated low value goods built elsewhere.

BOAT CONSTRUCTION – THE LAMINATION PROCESS

The common boat construction methods in the 70's, 80's and 90's for most builders was a sandwich construction using a combination of plywood and balsa as core and general purpose resins wetting common chopped reinforcement fabrics available to the industry. For most, that is still the preferred way due to low cost and rapid build time. These materials can absorb water, giving high moisture readings during surveys and/or cause the core material to rot, especially around areas that have through-hulls or hardware that is attached to the deck as time goes by. Today, we use modern, far stronger core materials that are waterproof, like Nida-Core® coring. Nida-Core® is one of the strongest core materials known, designed for the space shuttle and is one of the best in the marine business. With this material we use a modified epoxy resin that not only is far more water resistant but is also five times stronger than a general purpose resin. When combined with the custom designed continuous filament reinforcement fibers introduced in 2014 a Marlow Hunter is one of the strongest, most durable structures afloat. Furthermore, we add Kevlar® by Dupont (material they make bullet proof vests out of) in strategic areas through-out the hull and chain plate areas. It does cost us more to build this way, and we are the only sailboat manufacturer utilizing Nida-Core® and Kevlar®, however, we feel the extra strength gained is justified just for those moments when you are in heavy seas created by severe weather.

BOAT CONSTRUCTION – GELCOATS & RESINS

At Marlow-Hunter, we have learned over the 40+ years of boat building that a top shelf water resistant gel-coat (ISO-NPG) whether it is oyster white or as a colored gel coat, along with a high quality water resistant resin (Vinyl Ester) will give us a hull bottom that is impervious to osmotic blistering. We also use a gel-coat on the interiors that is an anti-bacterial mixture that stops mold and mildew. Our resins and gel-coats not only give us great water resistant properties, they also give us great cosmetics on our finished fiberglass parts used throughout the boat. Because we use the highest grades of resins and gel-coats we have less heat and shrinkage which provides a better finish without that print through grainy appearance. Through the time proven use of our open molding processes to control the heat (exothermic reaction) from the laminates and strict quality control of the resin to glass ratios the result is a glossy, smooth, yet strong and long lasting finish.

BOAT CONSTRUCTION – HULL TO DECK JOINT

Most boat manufacturers use an inboard flange hull to deck joint, touting that it is a better and stronger way to marry a deck and hull. However, a serious downside to an inboard flange is that there is no way to protect the hull from the dock or a piling if you are trying to put it into a slip in a crowded marina. The Marlow-Hunter outboard flange with a stiff/hard rub-rail over the flanges will protect the boat as it absorbs much of the force without touching the hull, adding another margin of energy absorption that would be directly absorbed by the critical hull to deck joint in other systems. In order to make this flange a strong secure surface we not only chemically bond the hull to deck joint with the highest quality adhesive from 3M®, but also mechanically bond this flange by through-bolting it every ten inches from bow to stern, all hidden by an attractive PVC rubrail and stainless steel striker plate for looks, energy absorption and protection.

INTERIOR CONSTRCTION – MODULAR BUILDING

Many builders, including Hunter until the 2000's, built the furniture in boats from the inside out… inside the hull cavity prior to placing the deck on. With our modular method each boat model has a mock identical hull that is used as a base to build the furniture unit within, independent from the hull and deck. A monocoque egg crate grid structure uniquely designed for a particular boat is lowered and locked into place with locators inside this mock hull. Once the grid is locked into place the entire unit is leveled and the furniture can then be precision built on top of the grid for an exact fit on locators to secure them. The sides of the mock hull have windows cut into them allowing easy access to build the furniture, and provide great access from the shop floor level outside as well as from the inside. This allows for much neater plumbing and electrical runs as well as a much tighter and secure furniture unit, becoming one with space age adhesives engineered joins and laminations to form one of the strongest hulls afloat. Once the furniture is built in the mock hull this modular unit is removed as a unit and lowered into the actual hull while still in the master lamination mold and located with tabs which are then bonded with such space age adhesives as Plexus, Core bond and specific laminations. The end result is a hull and furniture unit that is consistent from boat to boat with little to no variation. The hull and interior are then lifted from the master mold as one incredibly rigid unit and proceeds to assembly where the deck is fit snuggly onto the hull, married together providing the fit and finish Marlow is famous for.

INTERIOR BUILDING – THE FURNITURE

Marlow-Hunter cuts all of our own furniture components on Computer Numerically Controlled robotic machinery for near perfect fit so our carpentry team has the ability to assemble every piece of furniture achieving the best fit possible. We continue to use the fine teak, cherry and other hardwoods and have upgraded to dovetailed drawers and top shelf furniture hardware. Find another production builder with the virtually lost art of dovetailed furniture joints, with nearly all being replaced by particle board or other wood shavings panels stapled and glued together. Our boats have ball-bearing drawer slides to function perfectly empty or full, as well as aromatic cedar lined hanging lockers with all boats having an array of storage space easily accessible and securely held. The floors are matched to the interior woods, and have that "teak and holly" appearance or are made with planked wood on the larger boats. So compare and ask, "Do you have real dovetail drawers with ball-bearing slides? Is that wood certified for marine usage? Do you have authentic Dupont Corian® countertops in your boat?" Do you have Kevlar reinforcement in your hull laminate? Do you use a chopper gun or continuous filament engineered fibers? At Marlow Hunter we use real wood and wood laminates with names like teak, sapele and cherry and the industries finest resins, fibers and cores. Yes, it does cost more, but we will not settle for less. Why would you?

STANDARD EQUIPMENT – SAIL-A-WAY EQUIPPED

Just like we are known for our interior fit and finish, we are also known for the amount of standard equipment that we offer in the base boat price. Couple our sail-a-way boat pricing with our grouping of the most popular options in what we term the "***Mariner Package***" and you have a value packed boat which is of the highest quality and sailing ability. Anyone who has owned a Hunter or Marlow-Hunter knows this fact so ask current owners of our boats as to the value for their dollar not only at time of purchase but at the time of re-sale or trade-up. We have over 32,000 owners many on their second, third and even their fifth boat.

CUSTOMER SERVICE – WARRANTY IS ONLY THE START

We have a Five-Year limited, transferable hull warranty and a Two-Year limited, pro-rated stem to stern warranty in concert with the industries best suppliers. Many of our suppliers also offer their separate warranties that extend beyond the two years. We excel at going further. Examples are we demand that our dealers adhere to customer service standards that are in line with today's marine environment for they are our front line partners, and we continue to seek improvements by asking our owners what they experienced during the buying process and in utilizing their boats by sending out two separate surveys electronically and rating us, our dealers, and our boats. Finally, we have an internal staff that is located in the USA with the knowledge to assist you.

I am proud to be the owner of such a great boat company with the heritage of over 32,000 boats delivered and sailing the oceans of the world.

Sail area for sail area, displacement for displacement, waterline length for waterline length, a new Marlow Hunter takes a back seat to no other vessel. The heritage that sprang from Warren Luhrs record shattering New York to San Francisco run on a Hunter, and produced first in Fleet honors in offshore sailing for the Marlow Hunter 50 in two recent long distance sailing regattas are alive, well and flourishing in Alachua, Florida, home of Marlow Hunter.

So come on board, check us out and **FEEL THE QUALITY… EXPERIENCE THE VALUE** of a Marlow Hunter.

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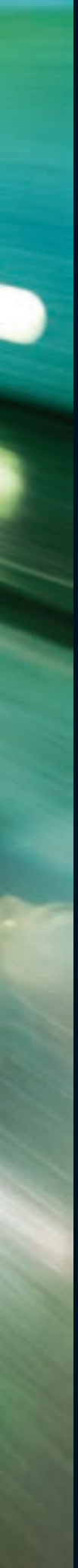
TLX



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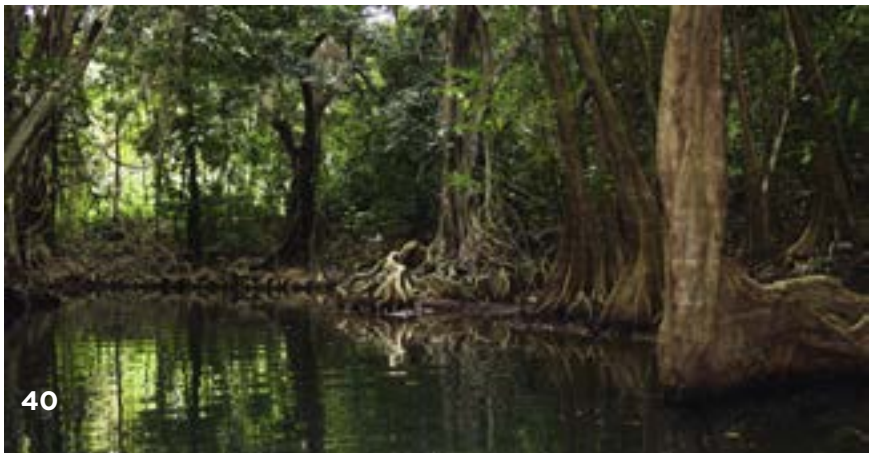
*Selling price is $34,990 on a new 2015 Acura TLX (Model UB1F3FJ). Price of model shown, a new 2015 Acura TLX V6 Elite (Model UB2F7FKN) is $45,290. Prices exclude $1,995 freight and PDI, fees, license, insurance, registration, and taxes (including GST/HST/QST). Some terms/conditions apply. Model shown for illustration purposes only. Offer is subject to change or cancellation without notice. Dealer may sell/lease for less. Dealer order/trade may be necessary. While quantities last. Visit acura.ca or your Acura dealer for details. © 2014 Acura, a division of Honda Canada Inc.



FEATURES

24 Electronics: Mobile Apps
For weather, navigation information and more, here is a range of marine related 'apps' that play on your mobile device as a convenient way to access sailing information and as a check on your charter boat helm electronics. *By Terri Hodgson*

28 Theme Feature: Seamanship
You Can Do It!: Doing a bareboat charter vacation doesn't need to be just a dream. Here is a comprehensive list of the courses that can give you the knowledge to really do it. *By John Gullick*

34 Waypoints Cruising Destination: Antigua
It's just so easy to get to Antigua with direct flights offered by Air Canada and West Jet. They say that Antigua can offer up a different beach for every day of the year! *By Elizabeth Kerr*

40 Waypoints Cruising Destination: Dominica
Although Dominica still remains somewhat off-the-beaten track for boaters, it is located right in the middle of the chain of Caribbean islands and can be easily accessed from Antigua and Guadeloupe to the north or Martinique and St. Lucia to the south. Chartering boats from any of these islands is easy. *By Elizabeth Kerr*

45 Waypoints Cruising Destination: Eleuthera
Set yourself free in Eleuthera! The tiny and thin chain of islands called Eleuthera lies about 40 nautical miles east of Nassau and is well worth the 10-hour sail (beating upwind) to get there. *By Clarity Nicoll*

72 Boat Review: JEANNEAU Sun Odyssey 349
By Katherine Stone

76 Boat Review: CRUISERS YACHTS 390 Express Coupe
By John Armstrong

82 Galley Guys: Saturna
It is never the 'same old, same old' if you keep moving, laughing and making friends. In this issue, the Galley Guys travel to Saturna Winery with one of our great friends, Frank Leffelaar, who has made the study and enjoyment of the foods and wines of British Columbia his mission in life. *By Greg Nicoll*

88 Destination: San Juan Islands
Just across the border from Canada's Gulf Islands – and there's a story behind that – San Juan is an engaging destination rich in history, culture and opportunities to explore shoreside. *By Amanda Spottiswoode*

DEPARTMENTS

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On the Cover:
Eleuthera at dawn: See Young and Eleuthera, page 45.
Photo by Clarity Nicoll

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It's **Fun** to Have **Fun**...

This phrase from Dr. Seuss, "It's fun to have fun but you have to know how" was often applied to those occasions when my two sons were growing up because it so perfectly fit incidents like falling off bikes, getting kicked during a soccer game, or wiping out downhill skiing. We would say, "It's fun to have fun but you have to know how" – as long as there were no injuries!

Who could argue with Dr. Seuss? It is fun to have fun, but if that fun is doing a bareboat charter somewhere in the Caribbean, you have to know how. The theme of this Waypoints Cruising issue of *Canadian Yachting* is to say that you can do it!

Turning to the Canadian Power and Sail Squadrons' John Gullick who writes the "Just Ask John" column for the Power Squadrons' Port Hole newsletter, we present our readers with a comprehensive rundown of all of the most useful and valuable sources and courses to help you learn how to bareboat charter…or for that matter, to take your own boat on an extended cruise.

In his article starting on page 28, John writes about eight different CPS courses and gives a brief overview of what the topics are and what they cover. He lists the Boating Essentials course, Advanced Piloting, Extended Cruising, the VHF radio course, Maritime Radio Restricted Operator's Certificate (Maritime), Electronic Navigation, Offshore Navigation, Global Navigation and the Weather course.

It's fun to have fun but you have to now how...and this tells you how to get the knowledge you need to bareboat charter down south. Of course, on-the-water training is the best way to go and after you have taken the appropriate CPS courses, we suggest you contact your local yacht club for Sail Canada's on-the-water training that will really bring your knowledge to life.

In an upcoming issue of *Canadian Yachting*, we will lay out all the Sail Canada courses and how to sign up for those when the season starts in 2015.

Other things to help you to do that bareboat charter you've always dreamed of include the Electronics column on page 26. This focuses on mobile devices and apps that can help you with up-to-the-minute weather information and navigation.

Elizabeth Kerr is a familiar name to many of our readers; she has now taken over the delightful task of being our Travel Editor. Elizabeth contributes articles on both Antigua and Dominica in this issue – two great charter destinations for our readers, whether they are from Toronto, Atlantic Canada, or Vancouver.

The advertisements say "It's better in the Bahamas!" and when you see the pictures…well, seeing is believing. Having personally enjoyed the privilege of cruising some of the more inaccessible areas there, I know what it feels like to leave the hotels, taxicabs and the crowds behind. You feel like Robinson Crusoe on some of these little out islands when you arrive there by private boat. Other tourists just can't do that. It's another experience that you'll never forget.

So, enjoy this Waypoints Cruising issue of *Canadian Yachting* magazine…maybe it will inspire you to make some plans of your own to go out and have fun! •

Andy Adams–Editor

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FALL BOAT SHOW EXCITEMENT!

Lake Union Boats Afloat Show Full of Kid-Friendly, Fun Activities!

Seattle's annual Lake Union Boats Afloat Show is a favourite event on most boaters' calendars. It brings all the best of boating together on beautiful South Lake Union in sunny September, from the 10th to the 14th, 2014. While mom and dad shop for the boat of their dreams, the show is full of free activities for kids of all ages. Kids 8-16 can get on the water and be introduced to the thrill of small boat sailing with 60-minute free sailboat lessons courtesy of Sail Sandpoint. All ages can enjoy the Center for Wooden Boats hands-on toy boat building. And since safety on the water is an important boating lesson to teach kids, Stearns Lifejackets will be giving away 500 kids lifejackets on Saturday and Sunday of the show.

Information for parking maps, discounts and directions as well as e-Tickets can be purchased at www.BoatsAfloatShow.com

8th Annual Boat Show at The Creek, September 18 to 24, 2014

Mosquito Creek Marina presents the 8th Annual Boat Show at The Creek, owned and operated by the Squamish Nation Marine Group. With over 160 boats displayed along 2,500 feet of dock space, 70 display booths and broker hospitality tents plus, demonstration slips for sea trials, there is plenty to see and do at The Creek!

The Boat Show at The Creek is very much a buyer's show. Whether you are in the market for a new or previously owned power or sailing yacht, the latest in marine electronics or accessories, or need to update your insurance policy, there are experts on hand to answer your questions and provide assistance.

This tent-covered outdoor venue is designed for the boating enthusiast who wants the opportunity to personally engage with the brokers, vendors, and suppliers who make up the show.

Boating is all about bringing friends and family together to have fun and at the 8th Annual Boat Show at The Creek. In addition to the great buying opportunities there are free boating seminars, sea trials and demonstrations, and more.

Visit www.boatshowatthecreek.ca for more details.

Port Credit In-Water Boat Show Celebrates 24th Year, September 12 through 14, 2014

Now celebrating its 24th year, the Port Credit In-Water Boat Show continues to attract an enthusiastic audience of both seasoned and novice boaters.

Hosted at Port Credit Harbour Marina in Mississauga, Ontario, the Port Credit In-Water Boat Show is strategically located in the heart of Lake Ontario boat country. Within 2 hours of South Western Ontario; Muskoka; Georgian Bay and the South Eastern Ontario, the Port Credit In-Water Boat Show is easily accessible by highway; public transit and water.

Not just a 'new' boats show, the Port Credit In-Water Boat Show has always featured a healthy percentage of used power and sailboats. But, the show is not just about boats. There are numerous boat-related land displays of marine products and services. There is the ever-popular seminar tent featuring speakers on cruising, hands-on-learning and safety. And unlike any other boat show, the Port Credit Boat Show has a marine consignment tent. Boaters bring their 'gently used' products for sale at the show - all proceeds go to charity.

Special this year is the September 13th showing of 'Shipwrecked on a Great Lake' directed by Port Credit's own Peter Rowe. Set during the War of 1812, it is a simple account of the battles between the British and the USA. The film tells the tale of Ned Myers (played by British actor Jack Manser) as told to James Fenimore Cooper (the popular author of The Last of the Mohicans) played by Canadian John Fray. So, when heading to the show, plan a little extra time for heading to the movies - under the big tent.

For added enjoyment, local motels and eateries are close at hand. Get all the information at www.portcreditboatshow.ca and mark your calendars to be in Port Credit, September 12 through 14, 2014.

Annapolis, Maryland United States Sailboat Show October 9 - 13, 2014

Every October serious sailors from around the globe gather on miles of docks in the historic seaport of Annapolis, Maryland for the United States Sailboat Show. The upcoming 45th internationally acclaimed sailboat show is the largest and oldest in-water sailboat show in the world.

This is the only show in which virtually every major sailboat manufacturer is represented! Sailors have the unique opportunity to board and inspect most new models on the market, make side-by-side comparisons, and talk to industry representatives about all aspects of buying and owning a boat.

The United States Sailboat Show also has the latest in navigational equipment and a wide selection of marine equipment, high-tech electronics, boating accessories, rigging, clothing & gear. There are related services such as sailing lessons, rentals, insurance firms, and lending institutions. Boat show goers shop from a vast display of boating products and services — everything from maintenance to electronics and foul weather gear.

For the First Time in 45 Years Annapolis Sailboat Show Will Display Previously Owned Sailboats.

Brokerage Cove, a show within a show, is an easy walk from the hundreds of brand new and premiering boats on display in downtown Annapolis. Buses, land shuttles and water taxis will ferry attendees between the two venues and from parking lots to ticket booths providing easy access to Brokerage Cove.

For more information visit: www.AnnapolisBoatShows.com

21 Boats Participated In **The National Bank Easter Seals Charity Regatta**

There was sun, sun and fun at the 2014 National Bank Easter Seals Charity Regatta at the Royal Vancouver Yacht Club. Twenty-one boats participated in the PHRF race with flying sails and no-flying sails divisions, and helped raise $159,000 for Vancouver Easter Seals House. Funds raised by the event support the day-to-day operations of this special place.

"We are deeply touched by the heart warming support of all the boat sponsors and boat skippers as well as the many spectators and volunteers who participated in this event," said Easter Seals President and CEO Stephen Miller. "Your efforts will go a long way in helping to provide support and comfort for children and their families who need to come to Vancouver for urgent medical care at Children's Hospital."

The Easter Seals Cup was awarded to 'Astral Plane', skippered by Adam Korbin. And once again, this year's top fundraisers were Rick Reynolds & Adam Korbin, who raised a collective $4,000 in boat sponsorships.

The National Bank Easter Seals Charity Regatta is produced by the BC Lions Society for Children with Disabilities in partnership with the Royal Vancouver Yacht Club.

For more information on the event or Easter Seal House Vancouver please contact the BC Lions Society for Children with Disabilities or visit www.eastersealsregatta.ca or www.lionsbc.ca

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55th Annual Fort Lauderdale International Boat Show

The 55th Annual Fort Lauderdale International Boat Show is set for Oct. 30 to Nov. 3 In Fort Lauderdale and show managers claim it is the largest in-water boat show in the world. This show attracts an international audience of thousands of marine enthusiasts to the "Yachting Capital of the World" to experience the single best showcase of marine products and accessories on the planet. From astonishing super-yachts to fishing boats, runabouts and boats for every budget, the Fort Lauderdale International Boat Show delivers the excitement of boating, for any lifestyle. Each year show organizers strive to deliver new, exciting features to enrich the overall show experience and engage audiences.

The main venue includes literally hundreds of yachts and super yachts as well as the full range of popularly sized boats and yachts from perhaps 21 feet to 60. The super yachts can hit over 500 feet in length!

There is also an indoor show venue for smaller boats and there are display buildings and tents with virtually all the latest equipment, electronics and accessories.

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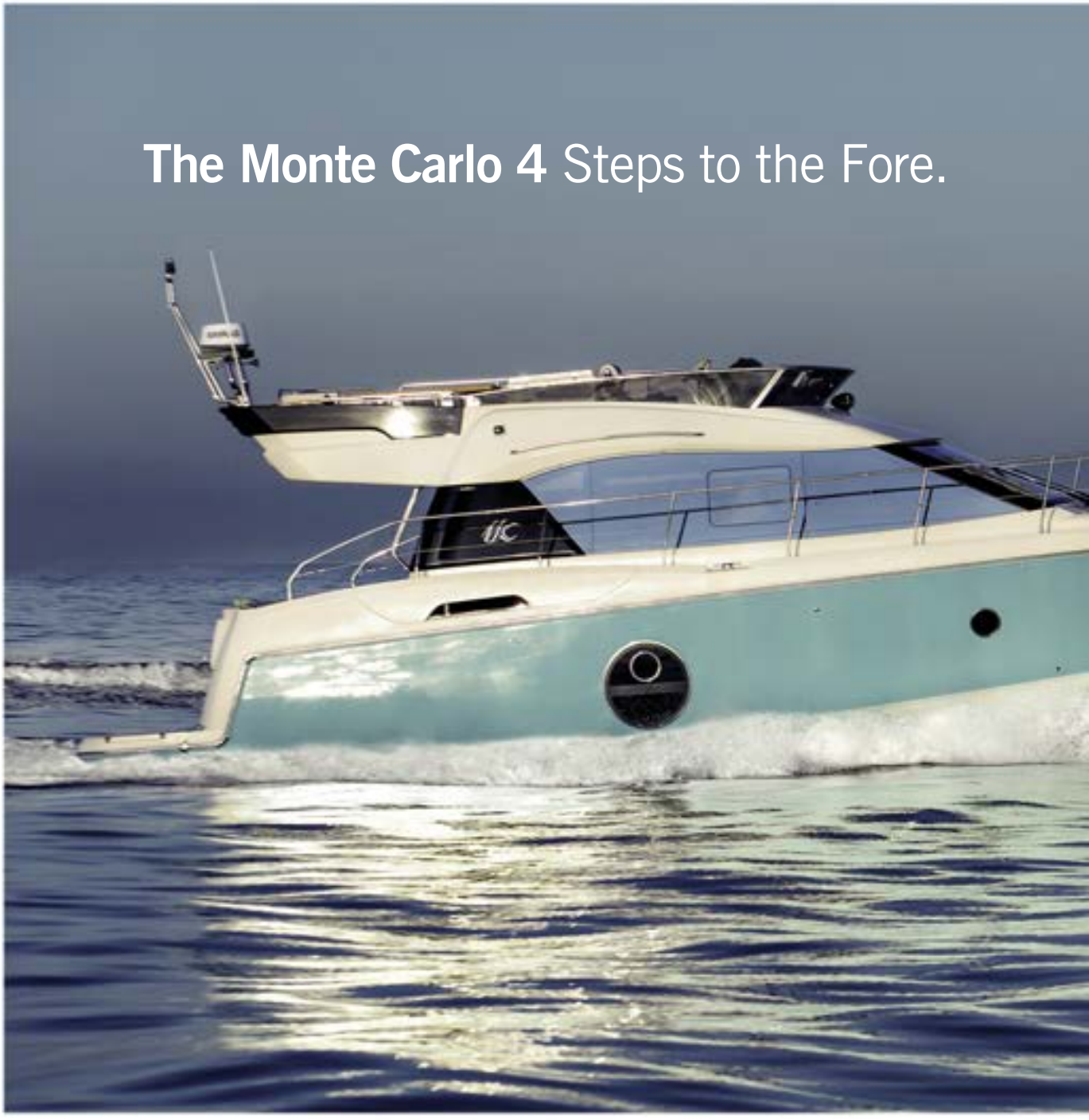

The new MC4 joins the award-winning range of Monte Carlo motor yachts by Beneteau.

The MC4, the latest addition to the Monte Carlo range will make her grand North American debut this fall with the MC6 to follow shortly thereafter. She carries the same DNA as that of the MC5, the 2014 European Powerboat of the Year – striking yet refined lines, luxurious details almost unheard of in this class of motor yacht, plus the power to match her unrivaled beauty.

Visit **MonteCarloAmericas.com** and register to see the new Monte Carlo 4 at one of these boat shows near you.

United States Powerboat Show Annapolis, MD – Oct. 16-19 / **Ft. Lauderdale International Boat Show** Ft. Lauderdale, FL – Oct. 30-Nov. 3

Inquiries: **410-990-0270** or **Team@MonteCarloAmericas.com.**

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Annapolis, Maryland United States Powerboat Show October 16 - 19, 2014

Also held in the historic seaport of Annapolis, Maryland is the United States Powerboat Show. In its 43rd year, this is the world's oldest in-water powerboat show.

Presenting the most exciting new boats from the major manufacturers, there will be hundreds of new powerboats on display--many designs and models debut at the Annapolis show.

Miles of docks exhibit everything from luxurious motor and ocean-going yachts and trawlers to high-performance powerboats and offshore fishing machines. On display are boats of every style from 8' to 90' including family cruisers, a center console fishing collection, inflatables, paddleboards, ski boats, and trailerable powerboats.

The United States Powerboat Show includes the latest in navigational equipment, boating accessories, clothing & gear, and related services.

Brokerage Cove, a show within a show, is an easy walk from the hundreds of brand new and premiering boats on display in downtown Annapolis.

For more information, visit: www.AnnapolisBoatShows.com

Neptunus Yachts Launches Stunning New 72 Motoryacht

Richly appointed and inviting from the moment you step onboard, the Neptunus 72 Motoryacht is a magnificent vessel that will inspire you for many years to come. This yacht delivers the quality-orientated yachtsman a unique combination of practicality, traditional craftsmanship and contemporary styling.

With her 18'11" beam the Neptunus 72 Motoryacht features a bright, open salon that is ideal whether you plan a quite intimate evening or a gathering with friends. The traditional rich cherry wood accents the yacht's spacious interior, giving a complete sense of style and comfort. Washed in warm natural light, you will immediately feel at home in these surroundings.

In the centre is the fully appointed galley designed to meet the demands of the most discerning chef. With its extensive use of hand-crafted cherry cabinetry, stunning countertops rich durable flooring and premium appliances, this gourmet galley will leave you breathless, all of this in an open and inviting and spacious setting. The dinette on this yacht seats 6 in style, with fabrics, flooring and accents of your choosing.

The full beam master stateroom, located just forward of the salon/galley and only 4 steps down is a highlight on its own. A layout with the mastercabin located on the main deck is a feature only found in vessels twice the size. Large windows on either side let in natural light during the day and extensive use of indirect lighting creates the mood you may desire at night. The cedar-lined walk in closets coupled with generous drawer space makes this an ideal home while living onboard. The king-size bed with its innerspring mattress delivers the comfort level you deserve and an ensuite head, with a wonderful blend of cherry and marble, compliments the warmth of the master stateroom.

New for 2014 is the availability of the 72 Motoryacht in Sky lounge configuration, interior access to the bridge is via a built in staircase. This configuration will allow Neptunus to enlarge the galley, dining area and salon, while still maintaining the 4 cabin lay-out.

No-where else will you experience a vessel of this stature.

For more information visit: www.neptunusyachts.com

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SKIPPERS' PLAN

Wabamun Sailing Club

By Katherine Stone

It doesn't seem to matter if you are on the east coast, in the Prairies, or on the west coast, sailing clubs often seem to be born out of a desire to be on the water with a group of like-minded friends, and if you don't have a place to hang out, then you use member beaches until you do. Such was the case with Wabamun Sailing Club (WSC) in Northern Alberta.

In 2010, the Rear Commodore, Robert Rose, with the help of archivist Keith Driver, compiled the first 50-year history of Wabamun Sailing Club into a book to share memories and traditions. He explained at the end of the book that, "One of the greatest joys for a parent is to see their children grow up and share their love of sailing as I have." I am most appre-

Playground and active participation in front of the clubhouse.

Youth competitors listen to a briefing.

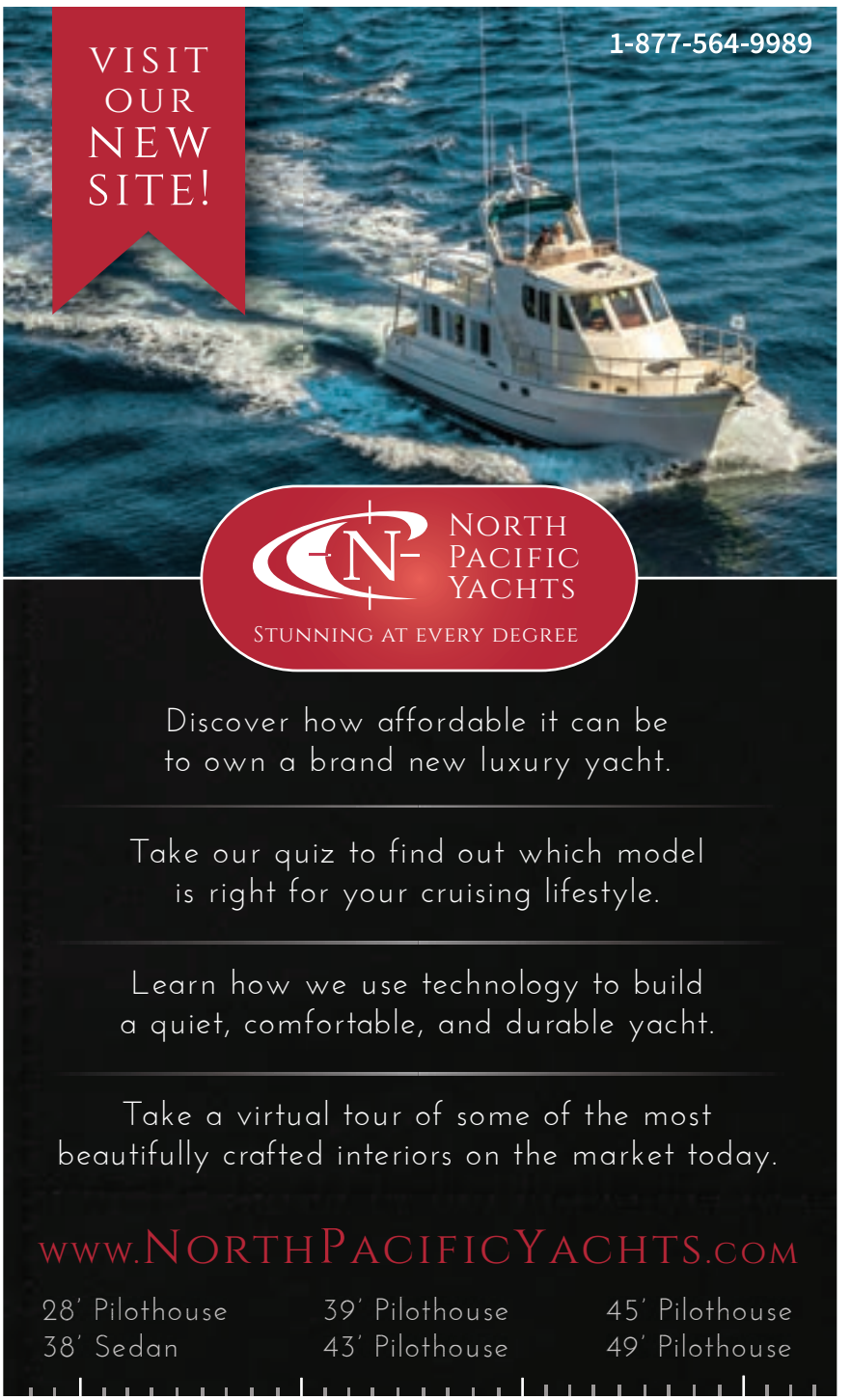
ciative that he has shared so many of these stories with us for you to read!

The tiny community of Wabamun (Cree for "looking glass") was moved from the northwest corner of Moonlight Bay to its present site across the frozen lake during the cold winter of 1912, when it became incorporated. Its survival was dependent upon the presence of the Grand Trunk Railway, which brought cottagers and tourists to the lake. The railway also allowed for the development of a commercial fishing industry (the best whitefish and large northern pike in Alberta) that used railway refrigeration cars with ice cut from the lake. In the 1950s and 1960s, power-generating plants (as well as a mine to provide coal for the plants) were built around the lake.

Wabamun Sailing Club is found just west of this community on the north shore of the lake, approximately 60 km west of Edmonton. As one of the most heavily enjoyed lakes in Alberta, boating activities use just about all of the 82 square kilometres and the (average) 11-metre depth of the lake.

As roads improved in the 1940s, cottagers came together and formed the Kapasiwin Yacht Club in Moonlight Bay with Lightnings, Comets, and International 14s. They were soon followed by the Royal Canadian Naval Sailing Association (RCNSA) in the 1950s with Y-Flyers. Five members of RCNSA decided that they, too, wanted their own club with a new location, as the area was becoming weed infested. So with no land and no money, but lots of enthusiasm and vision, Wabamun Yacht Club was formed on March 18, 1960. This group and a few others created a schedule so that each weekend in the summer they would rotate around the lake, having a different family host from their cottage beach. By 1964, the first Thanksgiving regatta and turkey dinner commenced with 18 boats and 85 people at the Sorochan cottage and is still a strong tradition, though now moved to the clubhouse.

The new Fireball sailboat entered the picture and was taken up with great



Left: Preparing on the lawn for a Laser regatta. **Right:**The long dock to accommodate lower water levels.

enthusiasm on the lake, but a huge issue ensued with finding crew! So Walt Howard started the club newsletter called the "Mainsheet" and wrote about the problem. "If as a reward for a virtuous life we had our choice of the perfect crew, we would no doubt ask for one with the strength of a gorilla, the agility of a cat and the IQ of Einstein. Since none of us are blameless, the best solution seems to be that offered by an old-time skipper: get a young active woman with strong hands – preferably married and as pretty as possible. The reason, we suppose, for choosing married women is that they understand involved situations and are used to dealing with blockhead males. In choosing a good-looking woman, you naturally get a high IQ, as can be genetically proven." Some things NEVER change!

Some low-lying marshy land was finally found and purchased through membership debentures in the summer of 1966. After three dump truck loads of gravel, topsoil and seed were added to lay a foundation for the first building, a one-car garage was built in a day! Not really what you would call a YACHT club, so the name was changed to the Wabamun Sailing Club.

They knew that to have a successful sailing club, they had to get the kids involved. In 1967, the Sorochans hosted a two-week junior sailing course at their cottage for 35 Edmonton Yacht Club and WSC children, which was eventually to become the Northern Alberta Sailing College (NASC). This was very ambitious for at the time there were less than 35 WSC members.

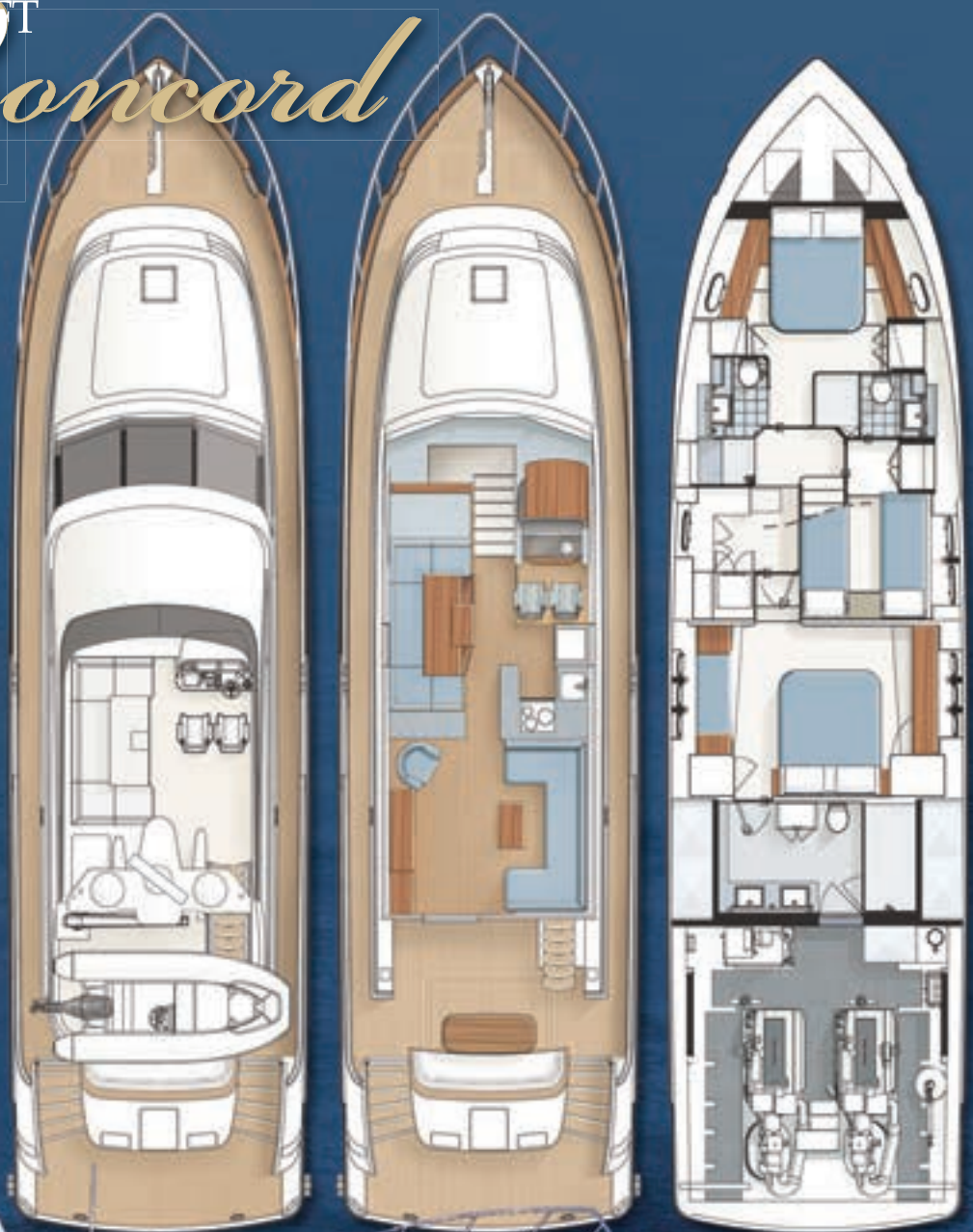
By the late 1960s, the club had close to 60 members with 51 kids in the junior sailing program. As the one-car garage was not big enough to host large gatherings, the commodore invited everyone back to the Cheriton cottage for a beer after a race, setting the stage for future Sailpasts. Realizing that this tradition had to move forward, Ross Cheriton held a tailgate meeting in the club parking lot to approve $17,000 to build a clubhouse. Things moved along quickly with volunteer support; the clubhouse was finished before the 1971 sailing season started.

Coastal Craft 65' Concord

Working closely with Gregory C. Marshall Naval Architect, Ltd., Coastal Craft has created an elegant & seaworthy performance cruiser. The new 65' Concord with her CE Category B rating combines speed, open-water stability and the latest technology with fine luxury appointments.

Her light weight yet incredibly strong marine grade aluminum hull is engineered for high-speed, stability & efficiency. With her standard Volvo 13L, 900 HP diesel engines and high performance IPS3 pods, the new 65' Concord will quickly reach a top speed of over 30 knots with great fuel economy and range. Large lithium battery banks & high-output inverters supply power to the vessel's systems for extended periods. An Eplex interface controls all onboard systems via large touch-screen monitors as well as enabling the remote control with iPad or iPhone.

EnOcean lighting controls & in-floor radiant heating add comfort & convenience. A thoughtful layout that features exquisite wood joinery complemented by light-weight marble tiles in walls, floors and ceilings create warm & inviting spaces.



A spacious, full-height walk-in engine room has aft entry door from swim platform as well as interior entry doors. Volvo joystick controls at the lower and at the upper helm stations plus two joystick wing-docking stations in the aft cockpit ensure easy, stress-free docking. No crew required.

Contact Coastal Craft Yachts for more information.

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Now they could host big regattas, which started that summer with the Provincial Regatta. Sailweek was so successful that it became and still is a permanent part of the club's sailing program. However, the increased number of regattas meant that they needed a reliable race-starting barge. With $95 raised through bottle drives, some 45-gallon drums were welded into two pontoons and the barge was started. The decking was completed on one no-wind day and with the addition of an outboard, they had a proper race management structure.

Radials going upwind at annual Sailfest.

Now the challenge was to accommodate those members who did not own cottages for this week-long event. So the trailer park campground was developed with 10 spots. Now that they had power in the clubhouse, and in the campground, there was also power for power tools! (And my friend, is there nothing sweeter than drilling holes in boats – for sure?)

They had a clubhouse and a boathouse so what was needed next…a burgee, of course. Ross Cheriton got in the act again and his design was chosen

Toronado boat park.

Famous RC pontoon boat.

with a wavy "W" for waves which separated orange on top for the setting sun, and blue on the bottom for the lake's waters. Now that things were becoming official, with a Sailpast and burgee, protocol had to be put in place to display a proper salute to the commodore and his lady. "The dress code prohibited the wearing of trapeze harnesses at the reception. If a sailor should capsize during the Sailpast, he was still required to climb onto the overturned hull, stand and salute." They didn't, however, stipulate that the commodore and his lady could NOT be thrown off the pier, which is exactly what happened!

The 1970s saw a huge growth in membership, a waiting list, a new front deck, rubber tires to bolster the problem of shoreline erosion, more gravel fill, planting of laurel leaf trees, additional trailer park spots, development of the Fireball fleet, and the start of the clubhouse washroom project. The first Commodore's Award Night and Banquet with a dress code that required suits (specifically spelled out – NO wet suits) and long dresses was held in 1977.

In 1983, they hosted the CYA Women's Single- and Double-Handed Nationals. I remember heading off on a plane to Edmonton with my sail, centreboard, rudder, tiller, and bug spray (apparently the secret weapon of choice). What I remember more than the mosquitos was that we were all greeted warmly, taken in, housed, and fed like family. They have also fostered great Race Management personnel with the "A Team" of Peter and Jordyce van Muyden, and the Langer family (Gordon, Chris, Doug, and Adam) and Olympians Marc Peers and Roy Janse.

Although hosting local, regional, provincial, national, and continental events is their hallmark, they have never forgotten their roots. There are members who are children of the first generation of members, and grandchildren of first and second generation members who partake in Sailweek and NASC lessons. However, their biggest challenge came on August 3, 2005 when a CN freight train derailed spilling 1.3 million litres of fuel oil into the lake. Volunteers began placing booms to protect the shoreline, but it wasn't enough. In two weeks, they were to host the Youth National Sailing Champs. They not only pulled it off, by moving the entire event to the Calgary Yacht Club, they managed to win the CYA Regatta of the Year Award.

What a vibrant, remarkable, committed group of boaters, who for the first time in many years have a problem of lack of boat stalls for members. What a healthy problem to have! •

wabamunsailingclub.ab.ca

[YOUR BOAT. YOUR RULES. ACT TWO.] Oceanis 35

The era of custom sailing for every sailor is about to become even more attainable with the **Oceanis 35.** Beneteau shook the sailing world last year with the introduction of the Oceanis 38, a yacht that could be either a daysailer, weekender or cruiser. The 35 is the next logical step in this evolution of adaptability. She will feature all the elegant design elements and flexibility of her big sister with even more value.

Join us for the North American Premier of the Oceanis 35 at the **U.S. Sailboat Show** in Annapolis, October 9 - 13.

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BENETEAU

Over A Century At Sea

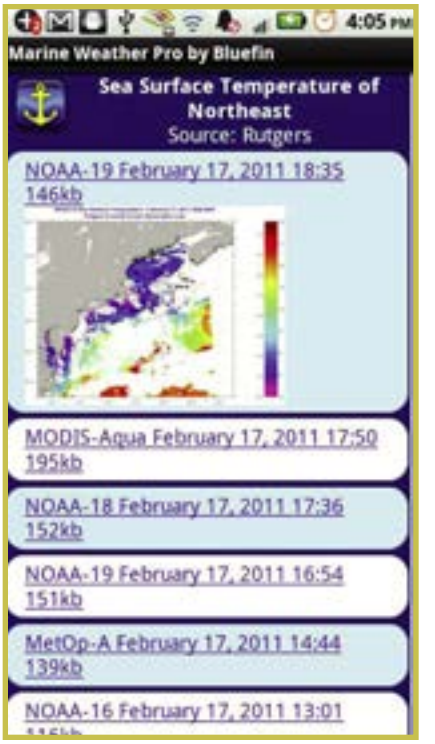
Weather Apps

While Embracing the Latest and Greatest in Weather App Technology Don't Forget the Tried and True Forecasting Methods.

By Terri Hodgson

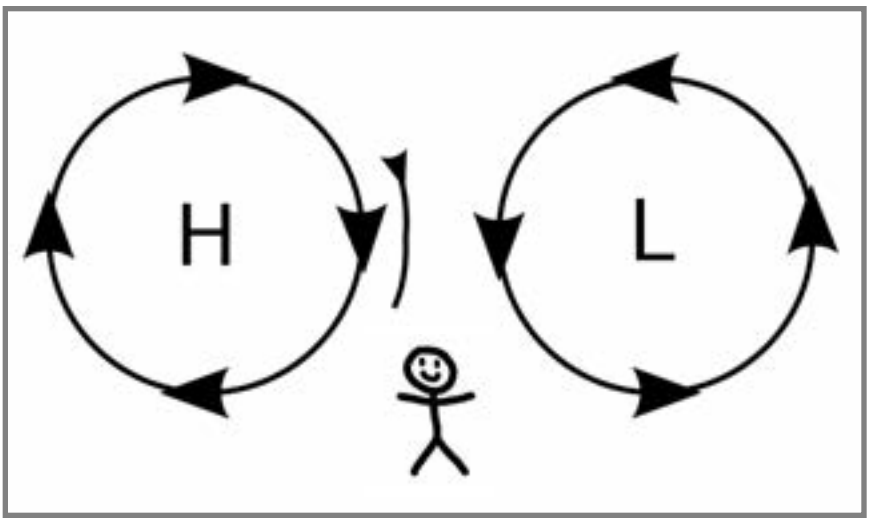
When any boater is planning to head out onto the water for a two week excursion or even for an hour, the current and upcoming weather conditions are and should be the deciding factor for getting underway. Consider the recent events near Texada Island, BC where a couple was out on their 16 foot open boat for a day of recreational fishing when they were overcome by some bad weather and rough seas and ended up capsizing into the cold April waters of the Pacific Ocean. While it isn't possible to always be prepared for the weather conditions that might be right around the corner, it is important to be as aware and smart as possible. Water and weather conditions can change on a dime in any body of water; arming yourself with the best knowledge ahead of time and as you travel can make the difference between a pleasure cruise and a nightmare. Canadian Yachting has gathered up details on the latest in marine weather apps and advice in order to inform our readers and encourage you to choose the one(s) that fits you best and familiarize with it prior to your next cruise.

Seasoned sailors and cruisers will take a complete check of all available weather info prior to leaving the dock. Wind direction and speed, radar map forecasts, weather network review for small craft warnings and even social media networks for information on any local area incidents or problem areas that fellow boaters may have come across are all valuable resources that give you the best chance of knowing what you can expect. The Weather Network offers a satellite radar weather page that is free and available at http://www.theweathernetwork.com/maps/satellite-radar. This is a great way to have an at-a-glance reference for the current conditions and any trouble that you may be sailing into. The visual map overlay allows you to see different weather conditions in your extended area on any device; you could also consider running it alongside your GPS screen on an iPad or small laptop as you run.



WHICH APPS ARE FREE?

If you are in search of a free, downloadable weather app that will serve as a portable complement to your existing suite of marine electronics and software



Before technology, captains relied heavily on the Buys Ballot's law to determine location. As you see in the diagram, in the Northern Hemisphere, with the wind to one's back (the figure is facing out of the picture), a low-pressure center (L) will be to one's left and the high pressure (H) will be to one's right. SOURCE: Wikipedia

there are some good options out there as well. AccuWeather offers Marine Weather as a free download from iTunes or Google Play for all Android, iOS, and mobile devices. Self-described as being great for boating, fishing, sailing, and surfing, Marine Weather is a free, ad-supported app providing users access to marine forecasts, live buoy data, tides, radar, & sea surface temperatures. Features include:- Marine Forecasts - Live Buoy Data - Tide Tables - Current Predictions (Plus version only) - Sun rise/set - Radar - Sea Surface Temperatures. This app is being touted as easy to install and use and regularly updated. It's always smart to read current customer reviews though, as they offer insights that might help you in a pinch if you are out on the water. To download, visit iTunes.com or GooglePlay.com and search "Marine Weather by AccuWeather".

Buoyweather offers a free solution for weather forecasts on iPhone and Android. This app is a detailed, customized marine weather application directed towards mariners, coastal residents, anglers and watersports enthusiasts. Access your favourite forecasts and charts and set your preferences for easy access from your iPhone. Most free apps offer upgrades to 'Pro' (paid) versions and Buoyweather is no exception. What you are able to access for free with this particular program may be too limiting. You have one-click access to 2-day forecasting but if you want to see any further into the future and enjoy all of the other features you have to pay for the upgrade. With all of the free weather information that is readily available to any user today, the creators of this app could have beefed up the performance of the free version considerably.

Windfinder is a cool little free app which will pinpoint your current location and set a proximity around you so that you can always be up to date on the wind conditions, expected precipitation, air pressure, water temperature, etc. This as an ad-supported app which of course you can upgrade to have the ads removed but the free version is quick useful.

PAID APP OPTIONS

For personal radar weather data, iNavX marine and Fugawi software have integrated the Theyr Weather Overlay which offers up to date weather information on demand in high resolution. Forecast features include options such as geographical zones, standard and hi-res data, length of subscription, and up to 8 different

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weather data types. Users select the interface they want to use and set the preferences. The app is not free but does offer a free trial and has available pricing options depending on the length of time you intend to cruise during a year. Read up on your options and other details by visiting www.Theyr.com.

THEN THERE'S THE HIGHER END

Multi-Function Marine Devices are becoming much more sophisticated, as evidenced by the new A615 Smart Multi Function Display (SMFD) from Argonaut. Introduced as being the world's first Android powered marine electronic processor, the A615 was built for marine use. This 15" device can process multiple marine apps from charting to AIS. Unlike common MFD's, Argonaut's SMFD is directly connected to the web and offers unlimited capabilities through access to more than 875, 000 Android apps. Among the apps it runs is one that offers weather monitoring with live radar plot. With its low power consumption design in combination with giving shock resistance and 360 degrees waterproof, not to mention the three mounting options that ship with it, this device gives you everything you need in one package. Although with a suggested starting price of about three grand it won't be installed on everyone's helm anytime soon. Learn more about the A615 at http://ow.ly/wkJnc.

TRADITIONAL WEATHER AND NAVIGATION TOOLS

Traditionally, the MAFOR method of receiving marine weather forecasts has offered mariners some peace of mind in keeping a handle on changing conditions as they navigate. MAFOR, an abbreviation of MArine FORecast, is a North American code used in the transmission of marine weather forecasts to compress a volume of meteorological and marine information into shorter code for convenience during radio broadcasting. The MAFOR forecast usually supplies the period of validity for the forecast, future wind speed and direction, weather, visibility and 'state of sea.' [1] Environment Canada issues MAFOR coded forecasts as part of their marine weather products for the Great Lakes and the St. Lawrence and Saguenay Rivers. The MAFOR system comes with a not too steep learning curve. It is accurate, regular and reliable. The jury is out on how many of us in the digital age would take the time and effort to learn the codes given the plethora of other tools available to us requiring almost zero effort. Of course now you can download an app that decodes MAFOR for you.

As early as the 16th century, ships logs began including observations of the weather. Buys Ballot's law, taking its name from C. H. D. Buys Ballot, a Dutch meteorologist, first appeared in early versions (prior to 1900) of Bowditchs' American Practical Navigator and other publications written to assist in passage planning and the safe conduct of ships at sea. Simply put, in the Northern Hemisphere, if a person stands with (their) back to the wind, the low pressure area will be on (their) left. This is because wind travels counterclockwise around low pressure zones in the Northern Hemisphere. It is approximately true in the higher latitudes of the Northern Hemisphere, and is reversed in the Southern Hemisphere, but the angle between the pressure gradient force and wind is not a right angle in low latitudes.[2]

The best boating days are sun filled and problem free. You can't control the weather but you can prepare yourself properly. Everyone seems to have a slightly different approach to how they like to track data while they are underway. Your electronics set up can and should be completely personalized and customized to your own needs and preferences. However, maintaining a combination of paper charts and electronic GPS is always advised. You can install the latest multifunction display; you can mount your paper think iPad to the helm in its waterproof case and stream your waypoints and route, or your music or your weather app, or a combination of all three as you take occasional glances over at your well-creased charts. I'll bet you can even have Siri read out any weather warnings to you in your chosen Siri voice. If you want to cover your bets though, rely a little bit on the new technology and a little bit on the old, a little bit on the paper, a smidge on your gut feeling, equal amount on the gods of the sea and a great deal on common sense. •

Product Websites

AccuWeather
accuweather.com

Argonaut
argonautcomputer.com

Buoyweather
buoyweather.com

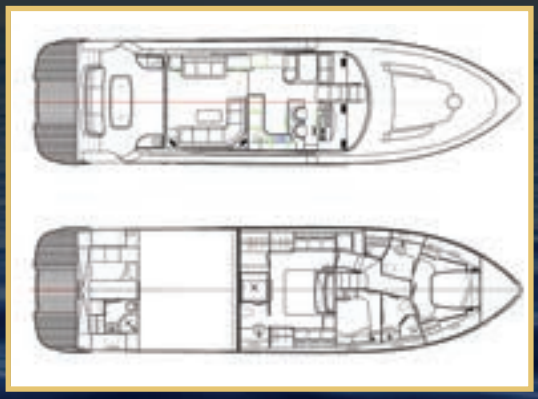
Theyr Weather Overlay
theyr.com

Windfinder
windfinder.com

NEPTUNUS 63

OUTER BEAUTY, INNER STRENGTH

While each Neptunus MotorYacht is inspiring in its appointments, the true character of the vessel is defined by its performance. The underpinning of every Neptunus yacht is a deep vee hull that has superior sea keeping abilities, through the choice of advanced composite materials and construction techniques. Neptunus vessels deliver a level of performance, reliability and safety for off shore cruising that will delight even the most discerning yachtsmen.



At Neptunus, we combine modern yacht building techniques with old-world craftsmanship to create yachts that are rich in style and detail. Unlike most production yachts, each Neptunus yacht can be personalized to meet the individual design and styling requirements of you, the new owner.

The newest member of the fleet is the Greg Marshall designed Neptunus 63 Express. Unheard of in a 63 Express lay-out, the Neptunus 63 Express offers a grand open salon, dining area and spacious galley all entirely located on the salon deck. The stateroom deck features three cabins all with en-suite heads with the master stateroom located midships featuring a large walk in closet, plenty of storage and large hull port lights. Optional a full crew cabin with full en-suite is available. Delivery of the first 63 Express is summer 2015.

Our passion for excellence and commitment to continuous improvement in process and technologies underscores our resolve to exceed the expectation of each and every customer.

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"You Can Do It!"

Top quality materials make the experience of taking a Canadian Power Squadron course a long-term value.

By John Gullick

Ever wanted to take that cruise in the Caribbean or the Mediterranean? Well you can do it, especially with a little help from a couple of national organizations who have been teaching boating skills for many years across this country.

Canadian Power and Sail Squadrons/ Escadrilles canadiennes de plaisance (CPS-ECP) has been teaching classroom courses to recreational boaters since 1938 and Sail Canada (formerly the Canadian Yachting Association) – through its certified instructors who work at yacht clubs and other sailing organizations – has been teaching on-the-water sailing skills.

They say that knowledge is power, but it also breeds confidence and a confident boater is a happier boater and so are his or her crew and passengers.

But to begin with, let's ask ourselves why it's important to take a boating course in the first place?

This is a question that I get asked on a regular basis. I usually start my answer by asking a question of my own: Would you start driving a car before taking driving lessons? The answer is probably no and for good reasons!

When it comes to operating a boat, especially a powerboat, a sailboat or personal watercraft, the same question usually gets a very different answer. Most people believe that operating a boat is much easier than operating a car and I would respectfully suggest that this is far from the truth.

Let's think about it and follow the com-

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Instructor Dave Jackson is using easily-understood teaching aids to make the course more memorable. Photo Credit: Penny Carpenter.

parison. When you do the written portion of your driver's test, you have to be able to identify a large number of signs. The same is true for travel on the water.

Let's go further. You are required to carry up-to-date charts, the water version of road maps, on board. To be able to use them, you also need a magnetic compass and an understanding of the symbols that are noted on the chart. There are literally pages of those. In fact, there is a whole book dedicated to charts, their symbols and how to read them.

Now let's look at the operation of the vessel itself. Different types of boats perform differently, just like cars, trucks, motorcycles and bicycles. When you turn the steering wheel on a boat it is the back end of the boat that moves first, not like the front end of a car. When you take your foot off the gas in a car you can still turn left or right with no problem. The same is not true in a boat. So much so that in some cases, without power to drive forward motion, the boat may not turn at all. Cars have brakes, boats don't and rely on drag (friction), or on reverse thrust at low speeds, to slow the boat down.

Last but not least, let's consider weather. It is true that in a car you have to consider adverse weather conditions, especially heavy wind, snow or rain but in most cases you are protected from those conditions and can carry on to your destination. The same is not true on the water. Slight changes in the weather can call a halt to what started out as a fun day on the water. Even too much sunshine can have adverse effects and you need to know when to recognize that and how to do something about it.

Are you beginning to get the picture? After the summer is the perfect time of year for boaters to consider expanding their boating-related knowledge and this is where an organization like Canadian Power and Sail Squadrons (CPS-ECP) through its local Squadrons can really help out.

Here is a list and brief description of some of the courses that CPS-ECP offers.

Boating Essentials will take you to the next level in your boating education beyond the Pleasure Craft Operator Card (PCOC). Technology has changed the way that we navigate. However, in order to use a GPS/chartplotter effectively, you should understand the use of paper charts and coastal navigation. The topics covered in this course include magnetic compass, global positioning and charts, navigation, conning, plotting, digital charting, anchoring, lines and ropes.

Advanced Piloting expands your knowledge of navigation and planning cruises on a maritime chart by using a variety of electronic devices to chart your course. This course also enables you to plan your course under tidal, current and windy conditions. By learning more about dead reckoning, fixes and running fixes, you will attain a high degree of proficiency in navigating through coastal waters. In this course you will cover GPS, chart plotters, radar, SONAR, autopilots and more.

Extended Cruising is an essential first step in understanding the elements of the long-distance passage-making lifestyle under sail or power. You will become confident in the boat you select by understanding seaworthiness, stability, and other design concepts. You will gain an awareness of the maintenance required for critical systems, passage planning, provisioning, and visiting foreign countries, safety issues, emergency preparedness and weather tips.

If you want to cruise coastal waters, experience remote anchorages far from home, or explore countries across oceans, Extended Cruising provides you with a deeper understanding of the skills necessary for confident, safe passages.

The Marine Radio for Restricted Operator Certificate (Maritime) (ROC(M)) course provides you with training on emergency radio procedures along with every-day operating techniques. You will also be well prepared for the ROC(M) exam. The ROC(M) is a Canadian Federal government-issued certificate that allows you to operate a marine VHF, MF and HF radio.

Electronic Navigation will allow any pleasure craft operator to navigate safely knowing his exact location at all times. You will learn to navigate using GPS and paper charts as well as electronic charting devices. It includes a CD containing a number of charts and a full-scale simulator of a chart plotter to help you learn by doing. Join with others to share experiences and knowledge.

Offshore Navigation - Junior Navigation is the first of the two-course program of Offshore Navigation for the recreational boater. When the GPS ceases to work, be guided by the sun. Learn to use a marine sextant to derive lines of position and take a running fix from sights on the sun. When you are boating offshore, remember that GPS is not infallible, nor always available. Be confident when no aids to navigation or land objects are in sight.

Global Navigation is the second of the two-course program of Offshore Naviga-

tion for the recreational boater. Use the stars to find your way. It introduces the navigator to route planning for going offshore. While overshadowed by the new electronic systems, the art and science of celestial navigation is still a valuable asset to the offshore boaters. This course provides the student with the fundamental knowledge and practical skills of celestial navigation. It involves the use of a sextant for taking sights on the sun, planets, moon, and stars.

This **Sailing** course covers the practical and theoretical basics of sailing and sailing seamanship. The range of topics is broad and includes: a description of different sailboat rigs, sail plans, hull types, and rigging; understanding stability, balance, and the physics of sailing; sailing at different points of sail to handling heavy weather and storm conditions; spinnaker handling and reefing; leaving the dock to mooring and anchoring; and safety, navigation rules and sailing tactics.

Weather will help you understand winds, waves, fog, lightning, hail, tornadoes and hurricanes! The wise boater respects and anticipates Mother Nature's many moods. Beyond "red sky in the morning", this course provides boaters with the tools to find and accurately interpret weather reports and forecasts, and to develop keen judgments in "reading" the sky and sea for optimum boating safety. Newly developed for adult learners, this course will measure learning success not by closed-book, memory-work exams, but by practical, open-book applications of learned concepts in actual boating situations.

The fall and winter is a great time to consider taking these types of courses, when the water is cold or frozen and the nights are long. CPS-ECP is a great source of a wide range of boating safety courses.

To learn more, visit cps-ecp.ca.

ON-THE-WATER TRAINING

Nothing builds confidence faster than actually doing something. By going out sailing with qualified instructors in real conditions, you can prove to yourself that you can do it!

Established in 1931, Sail Canada (formerly the Canadian Yachting Association) is the national governing body for the sport of sailing that promotes sailing and powerboating through collaboration with its partners, the provincial sailing associations, member clubs, schools, and many individual stakeholders.

So, through sailing schools and yacht clubs all across Canada, you can get into an on-the-water sailing course just about anywhere. Here is a fast rundown of the courses leading to recreational cruising

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marinalennox@gmail.com

Specialty Yachts
Vancouver, British Columbia
604.689.7491
lawrence@specialty-yachts.com

Sunnybrook Yacht Brokers
Halifax, Nova Scotia
902.275.2424
syb@eastlink.ca

True North Yachts
Mississauga, Ontario
866.610.1707
allan@truenorthyachts.ca

West Central Marine, LTD.
Delise, Saskatchewan
306.493.1200
Westcentralmarine.ca

Glenmore Sailboats *(Trailerables Only)*
Calgary and Edmonton, Alberta
866.665.SAIL
info@glenmoresailboats.com

Quiet Waters *(Trailerables Only)*
Waubaushene, Ontario
705-538-2343
qwaters@sailboatsales.com

Schooner Yacht Sales *(Trailerables Only)*
Ottawa, Ontario
613.825.0207
schooneryachtsales@sympatico.ca

that are offered through Sail Canada.

Introduction To Boating introduces novice boaters to safe practices when preparing to leave the dock, while underway, and when returning to dock. This standard may be taught in a sailing vessel or a powerboat. In most cases, you will be learning on a vessel less than 12 meters in length.

Basic Crew Standard teaches you to be able to cruise safely in familiar waters as a competent crewmember of a sloop-rigged keelboat (6 to 10 meters in length) with an inboard or outboard motor in moderate wind and sea conditions. It's an important starting point and also qualifies you to crew – a great and inexpensive way to start sailing.

Basic Cruising Standard teaches you to cruise safely in familiar waters as both skipper and crew of a sloop-rigged keelboat (6 to 10 meters in length) with an inboard or outboard motor in moderate wind and sea conditions.

Intermediate Crew Standard teaches you how to better manage weather to help enable you to cruise safely in familiar waters as both skipper and crew of a sloop-rigged sailing yacht of (9 to 12 meters in length) with an inboard or outboard motor in moderate wind and sea conditions. The standard emphasizes on-the-water skills at a level acceptable for bareboat chartering for extended cruises in coastal waters.

Intermediate Cruising Standard emphasizes the key issues for cruising safely in familiar waters as both skipper and crew of a sloop-rigged sailing yacht (9 to 12 meters in length) with an inboard or outboard motor in moderate wind and sea conditions, with specific attention to on-the-water skills for bareboat chartering, and particularly for extended cruises in coastal waters.

Advanced Crew Standard teaches you to act safely as crew of a sailing cruiser (10-15 meters in length), any modern rig and inboard engine, operating within 100 miles of shore by day and night in coastal or coastal or inland water in any weather.

Advanced Cruising Standard teaches you to act safely as skipper and crew of a sailing cruiser of (10-15 meters in length), any modern rig and inboard engine, operating within 100 miles of shore by day and night in coastal or inland water in any weather.

Offshore Standard teaches you to be able to safely act as skipper and crew in a sailing cruiser on an offshore passage navigated by celestial and electronic means without visual reference to terrestrial objects.

If you have the desire to really go bareboat chartering, sailing or powerboat cruising in faraway places (or even close to home), there are courses and qualified instructors to ensure that you can do it.

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Antigua

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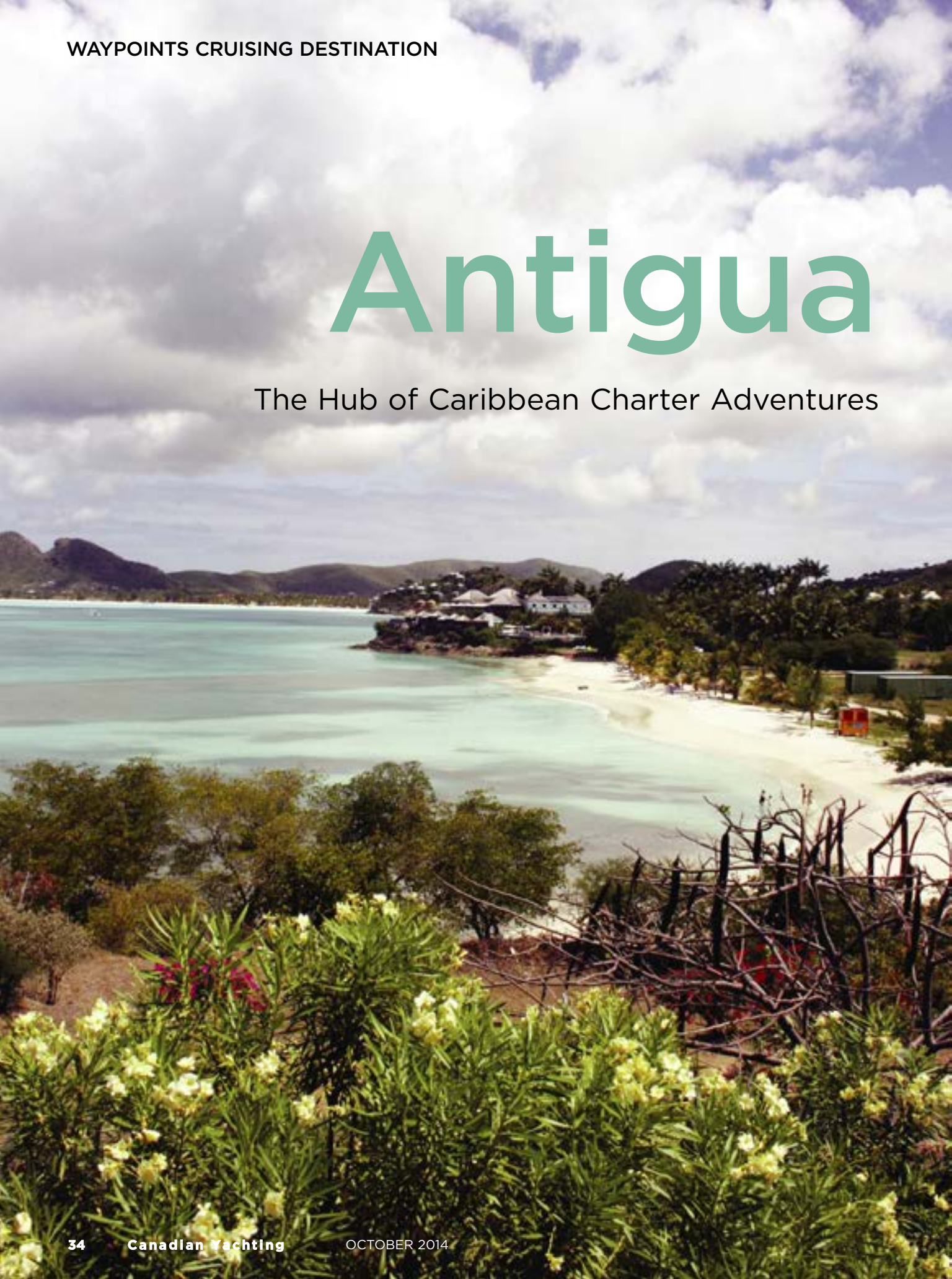

Story and Photos by Elizabeth Kerr

It's just so easy to get to Antigua with direct flights offered by Air Canada and West Jet several days a week in season; Antigua also offers one of the best kick-off points for exploring so many other Caribbean islands…if you have the time and the winds are prevailing in the right direction.

However, don't get me wrong. There's lots to do in Antigua and since it's pretty much a year-round destination, you could customize your charter vacation by planning it around Antigua Sailing Week in April or the annual carnival in July.

Chartering a boat in Antigua is simple, but book ahead to guarantee that just the right boat is waiting for you. Horizon Yacht Charters, On Deck and Sunsail have bases right on the island and all offer a range of boats and services to make your charter a lasting memory. No matter where you do your cruising, there are a handful of full-service marinas nearby to provide you with an overnight stay, maintenance and repair, provisioning, shopping and entertainment.

They say that Antigua can offer up a different beach for every day of the year! Needless to say, we just didn't have time to visit them all on this trip, but we do have a few favourites that you should consider while circumnavigating the island.

No visit to Antigua is complete without a visit to English Harbour – a great starting port for your charter and aptly steeped in naval history. Although indeed another notch in Christopher Columbus' island discovery repertoire, it was Lord Horatio Nelson's arrival in 1784 (as head of the Squadron of the Leeward Islands) that facilitated the construction of Nelson's Dockyard to serve as a main Caribbean base for the British Navy. Although virtually abandoned and ultimately closed in 1889, this fifteen-square-mile property has now been completely restored thanks to the Friends of English Harbour and claims to be the only Georgian-era dockyard in the world. Extend your stay in one its two charming spots – the Admiral's Inn or the Copper and Lumber hotel – both located within walking distance of the must-see Dockyard Museum and the Dockyard Bakery (tucked in behind).

Departing English Harbour and travelling north, Willoughby Bay will welcome you to a great stretch of beach and reef. Thanks to the abundance of tropical fish here, your first taste of Antigua's snorkeling starts now.

Nonsuch Bay offers more than just a great place to anchor. Hop into your rib and visit The Bay @ Nonsuch Bay Resort for some local fare overlooking your mooring. If time and budget permits, indulge in an overnight stay here at the end of your charter to unwind and enjoy what else this resort and the island has to offer that you just can't get to by boat. Whether you stay in a beach cottage or a hilltop villa, enjoy the privacy of your luxurious accommodation, visit the spa or go kite-surfing. Leave the kids behind, rent a car or hire a guide and explore. The luxurious Nonsuch Bay Resort is located less than 30 minutes from many of Antigua's many attractions.

The archway at Devil's Bridge has been created by these foaming breakers pounding into the limestone that have travelled almost 5,000 kilometres across the Atlantic from Africa.

Heading north, Long Bay welcomes the sun worshippers like no other bay on the island with the finest of white sand and the clearest of crystal blue waters. Dive right off your boat or visit the beach and wade in. Although there are chair and umbrella rentals here, don't forget your hat and sunscreen.

Having received a good dose of Vitamin D while enjoying a chillaxing day, head to Great Bird Island, a tiny islet measuring just 20 acres. Hike the 150 feet of rocky path to enjoy the panoramic view. Keep an eye out for the Antiguan Racer – a somewhat scary but totally harmless rear-fanged grey-brown snake, apparently named by sailors – whose entire population (500) now lives here. Other endangered species that call Great Bird Island their home include the brown pelican, the West Indian whistling duck and the red-billed tropicbirds.

On your arrival to Antigua's recently-renovated airport, it's likely you flew over Parham Harbour – Antigua's oldest town and the first port of entry. Although it remains a port today, it's now mainly used by local fishing boats. However, it's a good place to stop and take a break from your trip. Although a well-protected anchorage, the channel can be tricky so it is recommended to navigate only during daylight. Take advantage of the laundry facilities at the marina, provision at the nearby supermarket or grab a bite at a local bar. While there, do visit St. Peter's Anglican Church, known at one time "as the finest church in the British West Indies" designed by the famous British architect Thomas Weekes. I'm a wannabe architect myself, so I truly admired the Italian-influenced octagonal shape of the church and the rib-like wooden ceiling that reminded me of the inside of a well hand-crafted canoe.

It's truly hard to believe that Ffryes Beach is so beautiful and yet deserted most of the time.

Nelson's Dockyard offers the landlubber and boater alike a place to learn about Antigua's naval history while visiting the world's only Georgian-era dockyard. Grab a scone or a yummy sandwich at The Bakery behind the Dockyard Museum while enjoying the views of the many yachts that moor here.

If you're keen to escape the peace and tranquility of the sea and are perhaps craving a little land-based activity, your next stop should be Dickenson Bay. This busy stretch of beach is home to many lovely resorts, great restaurants, and waterfront bars. You can even go exploring on horseback or try your luck at Grand Bay Casino! No matter what you choose to do, don't forget to take in the sunset at Runaway Beach before heading back to the boat.

Steering south, you may see a glimpse of the Andes, a wreck that lies in the middle of Deep Bay – easily spotted because its mast often pokes out of the water – offering another fun and easy snorkeling experience. Or opt for a ten-minute hike that takes you to Fort Barrington, where breathtaking views of St. Kitts and Nevis are always possible.

No stay in Antigua should go without a least a little time spent at Jolly Harbour Marina Village. No matter where I am, I'm always in search for some retail therapy and this is one of the spots where I found it. From clothes to artwork, the shops at Jolly Harbour cater to every taste and (almost every) budget.

Before heading back to base, spend a day and night in Carlisle Bay. This scenic spot is an easy sail home and another favourite for fellow boaters. This beach does not disappoint in any way and is clearly a welcoming spot for Antigua's green sea turtles. Sadly, all sea turtle species found here are on the endangered list, however, the Environmental Awareness Group in partnership with WIDECAST and the Jumby Bay Hawksbill Project team are conducting an ongoing survey to better understand the turtles themselves and how widespread the nesting population spans.

There is no question that you can discover much of Antigua by boat. But if you can add a few days to your itinerary, there are a few other sites and must-dos I'd be remiss if I didn't share here.

Although the retail therapy of Jolly Harbour did whet the appetite, the works of local artisans, potters and sculptors can be found throughout the island including the gallery at Harmony Hill (Parish of St. Paul), Redcliffe Quay in St. John's or the Fig Tree Studio Art Gallery (situated in the heart of the rainforest).

For some great sightseeing, follow Fig Tree Drive through Antigua's rainforest and witness mango, guava, oranges and bananas happily growing there. It's definitely worth the drive to Long Bay to visit Devil's Bridge. For somewhere so remote, it's hard to believe the foaming Atlantic breakers that crown here

At the quietest of times, Antigua remains a lively island to visit but during Antigua Sailing Week (April 25-May 1, 2015), yachts from all over the world arrive in English and Falmouth Harbour to compete in one of the most preeminent yacht racing events in the Caribbean. Lively indeed!

We had a delightful lunch at Dennis Bar and Restaurant overlooking this beach where the red snapper just melted in our mouths.

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I am definitely a consumer of locally made goods and although not everything sold in these beachside kiosks is "local", it's really fun to barter with the shopkeepers. Long Bay is not the only beachside mall, but it is one of my favourites. If you're looking for something more upscale, head to St. John's, Antigua's capital. Because this is where the cruise ships come in, there's lots to choose from. **Inset:** I prefer the calmer and just slightly off-the-beaten track shops of Redcliffe Quay with its brightly coloured shacks and restored buildings. There is an unlimited selection of clothing, local craft, jewellery and cafes.

have travelled more than almost 5,000 kilometres from the African coast to create such a magnificent archway carved out of limestone.

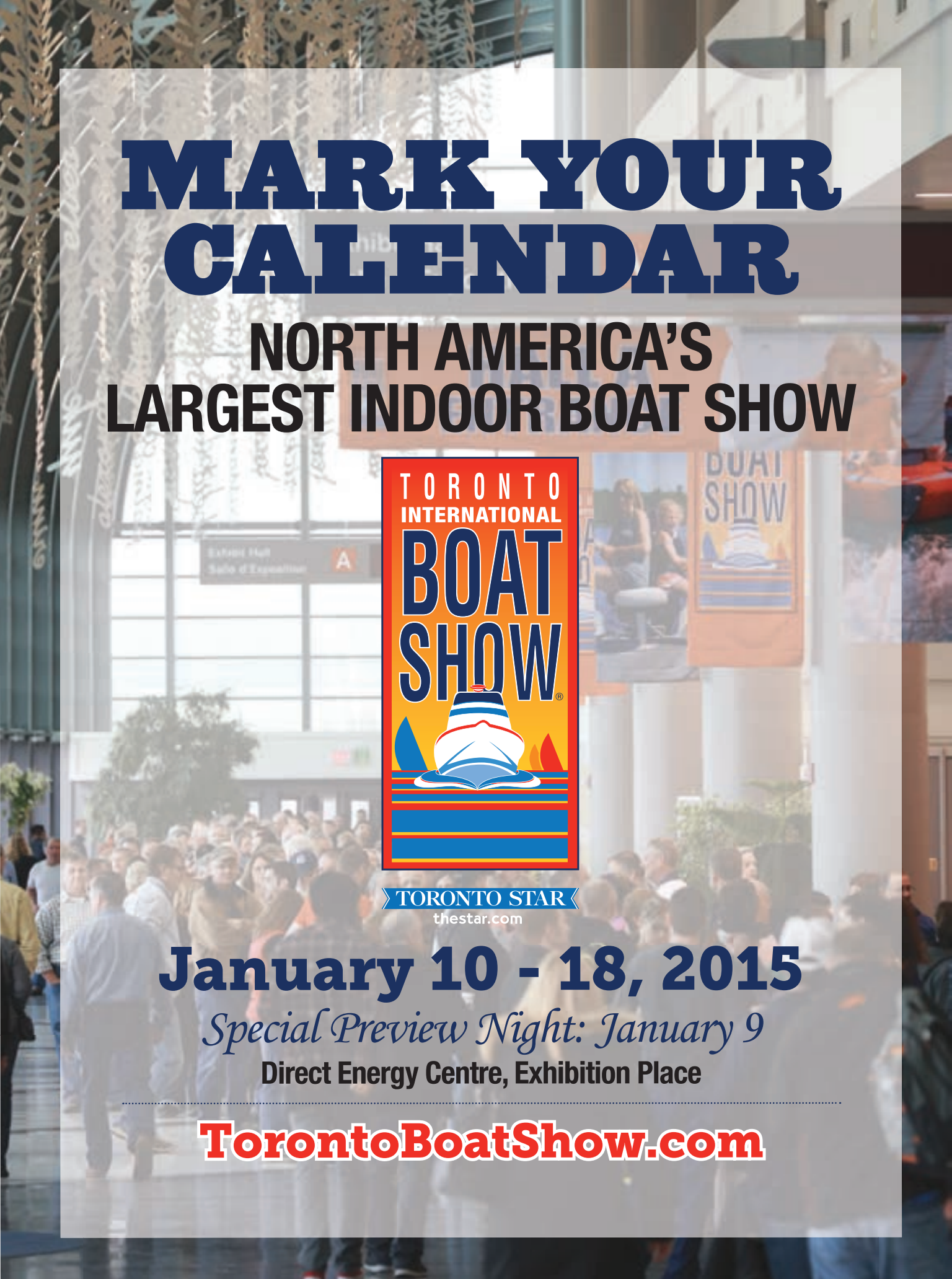
Give yourself a break from the galley and stop by Dennis' Cocktail Bar & Restaurant. Order the red snapper and a bottle of Carib and enjoy a spectacular view of Ffryes Beach.

And last, but not least, make sure that wherever you are on any given Sunday, it's a short haul back to English Harbour in time to attend the world-famous party at Shirley Heights. Festivities start at 4:00 p.m. when the music of a steelpan band starts up and the mouthwatering BBQ scents lure locals and tourists alike. For less than $20, you can enjoy the music, the entertainment, spectacular views and a sunset that beats most.

Bet's are, you'll be back to Antigua next year if only to party again at Shirley Heights. •

Useful Websites

Admiral's Inn	admiralsantigua.com
Antigua and Barbuda Department of Tourism	antigua-barbuda.org
Antigua Sailing Week	sailingweek.com
Carnival	antiguacarnival.com
Copper and Lumber Hotel	copperandlumberhotel.com
Horizon Yacht Charters	horizonyachtcharters.com
Nonsuch Bay Resort	nonsuchbayresort.com
On Deck	ondecksailing.com
St. James Club	stjamesclubantigua.com
Sunsail	sunsail.com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Dominica

Where Nature Reigns and Adventure Prevails

By Elizabeth A. Kerr

Dominica has been on "the" list for quite some time now and when I actually get to do something on "the" list, my heart skips a beat!

Although Dominica still remains somewhat off-the-beaten track for boaters, it is located right in the middle of the chain of Caribbean islands and can be easily accessed from Antigua and Guadeloupe to the north or Martinique and St. Lucia to the south. Chartering boats from any of these islands is easy.

Dominica's best anchorage is Prince Rupert Bay in the north, off the town of Portsmouth – a popular destination for yachts. And although the marine services are sketchy here, a quick ship-to-shore call to Andrew O'Brien (fondly known as Cobra) will provide you with whatever you need from custom and immigration clearance, provisioning, transportation and access to yacht services nearby.

The view from the bay is spectacular. No matter where you look, you cannot escape the lushness that permeates this island. That's probably because two-thirds of the island is blanketed in natural vegetation.

To the north, you can see Cabrits National Park that is made up of the remains of a volcanic crater that protects Prince Rupert's Bay and is also home to Fort Shirley – a large 18th-century British

Left: Anywhere on the western side of island, the sun sets and makes for a million-dollar memory. After time spent on the boat, we decided a few nights on the beach at the rustic Picard Beach Cottages might be nice. After several evening attempts to capture the green flash at sunset, I gave up!

garrison which once housed 600 soldiers. A visit here provides a wonderful lookout point, is great for photos and the signage provides a lovely commentary on Dominica's unique history.

Close by is Indian River, famous for providing the backdrop for some of the scenes in Pirates of the Caribbean: Dead Man's Chest. Sparrow, yes Sparrow, our tourguide, easily guided us through the narrowing river in our colourful wooden rowboat into what really felt like a surreal setting. The mesmerizing roots of the mammoth bloodwood trees rose out of the water and onto the surrounding soil creating the most curious wavy patterns. At every bend, a bird's song or an animal's call tested Sparrow's knowledge but he scored a ten out of ten. Or so we think.

In the middle of nowhere, we docked the boat and headed directly into the Bush Bar where Joseph, the resident bartender, was mixing batches of Dynamite, the local rum-based welcome drink, while Sparrow (yes, Sparrow) was making us origami out of palm fronds.

For such a small island, I'm betting that Dominica offers more types of adventure per square mile than most others, but its hiking trails and dive sites probably tie for top prize.

The Waitukubuli National Trail spans the entire length of Dominica. Its 184 km of hiking delight has been divided into 14 segments (numbered south to north) and offers varying lengths and degrees of difficulty. Whether you are looking for an idle wander through a rainforest or a steep mountain climb, Dominica has it all for you. Since we were still hanging out in the north end of the island, we elected to tackle Segment 13…an 8-kilometre path traversing Bellevue Mountain from Capuchin to Penville. Armed with water, protein bars, bug spray, suntan lotion, a hat and our favourite pair of Merrell's, we set off with our charming local guide, Gilles. Ranked as a Degree 3 (moderate) trail, we were ready for the hilly and sometimes rough terrain. The views of Marie Galante, The Saints and Guadeloupe were spectacular. Watching the boats, some enjoying a downwind leg with bold and beautiful chutes lured me into thoughts of my next Caribbean charter and with a little convincing by me, Guadeloupe was added to "the" list for next year! Back from daydreaming of French lessons, our hike delivered us to Penville, a community of less than 500. A short detour from here took us to Cold Soufrière – a cold volcanic spring in the crater of Morne Aux Diables…a great finish to our three-hour trek. Well, maybe it was four!

Most of the dive sites and operators are sprinkled along the west coast of the island from Cape Melville in the north to Soufrière Marine Reserve in the south. As diving neophytes, we opted for Champagne Reef, a very popular spot. Beware of the days the cruise ships come in or you may have to wait and deal with crowds. Not us! Not today!

Fitted with masks, snorkels and fins, we clomped our way down to the waiting shores where our excitement erased any fears of cold or rough water. Minutes into our swim in this subaquatic hot spring, I wanted to turn back and grab my underwater digital camera but that was just not an option. I don't own one…yet!

Although Dominica boasts many spectacular falls throughout the island, it was a pretty quick hike to Syndicate Falls, crossing the river twice on the way there and twice on the way back. Having wobbly ankles, I wasn't terribly fond of the frequent clambering over slippery rocks but I persevered.

This was not my first foray into Caribbean snorkeling but it certainly was my first-ever sighting of multiple species of colourful fish in every shape, size and temperament – from timid to tenacious – in one fell swoop. I was awestruck. The fish were performing just for me and I had a front row seat. But Champagne Reef is not just about the fish, the sponges, the lobster and the Hawksbill turtles. It's also about bubbles…lots and lots of bubbles streaming up from the sand in thin, wavy lines and hitting my skin creating small, fizzy tickles. I wanted to giggle…not a good thing to do with a snorkel attached. The

Left bottom: The main anchorage in the middle of the island is off the Castaways Hotel, a 26-room boutique hotel in Mero. A mile or so north of here is the Macoucheri River. You can walk to the river right along the shore. A feeder road, which winds up the river valley behind an old rum factory, makes a fabulous walk among sugarcane and mountain scenery with plenty of river pools for cooling out. On the way back to the boat, stop by one of the Castaways' three restaurants – the Almond Tree, the Rhum Barrel Bar and the Beach Bar – all offering up local fare and refreshing, tropical drinks!

What awaits us behind this hand-painted sign is an irresistible assortment of Dominica's exotic fruits including guava, starfruit, pineapple, avocado, coconuts, mangos and, of course, bananas that once generated significant export revenue for Dominica but which has sadly since declined.

bubbles are a result of the geo-thermal activity caused by volcanic gasses rising from tiny cracks in the sea's floor. Dominica is home to nine volcanoes although most nearby islands boast only one, including Guadeloupe, Martinique, St. Lucia, St. Vincent, Montserrat, Saba, St. Eustacius, St. Kitts and Nevis. Grenada, however, has two.

But it's not all about hiking and diving! For the not-so-active traveller, Dominica attracts bird lovers, whale watchers and protectors of sea turtles.

Today, Dominica has recorded 167 species of birds. The most famous birds of these are the parrots, the Sisserou and the Jaco. In fact, the Sisserou is the Dominica's national bird and proudly adorns its flag. Other species include the broad-winged hawk, the purple-throated hummingbird and the frigatebird.

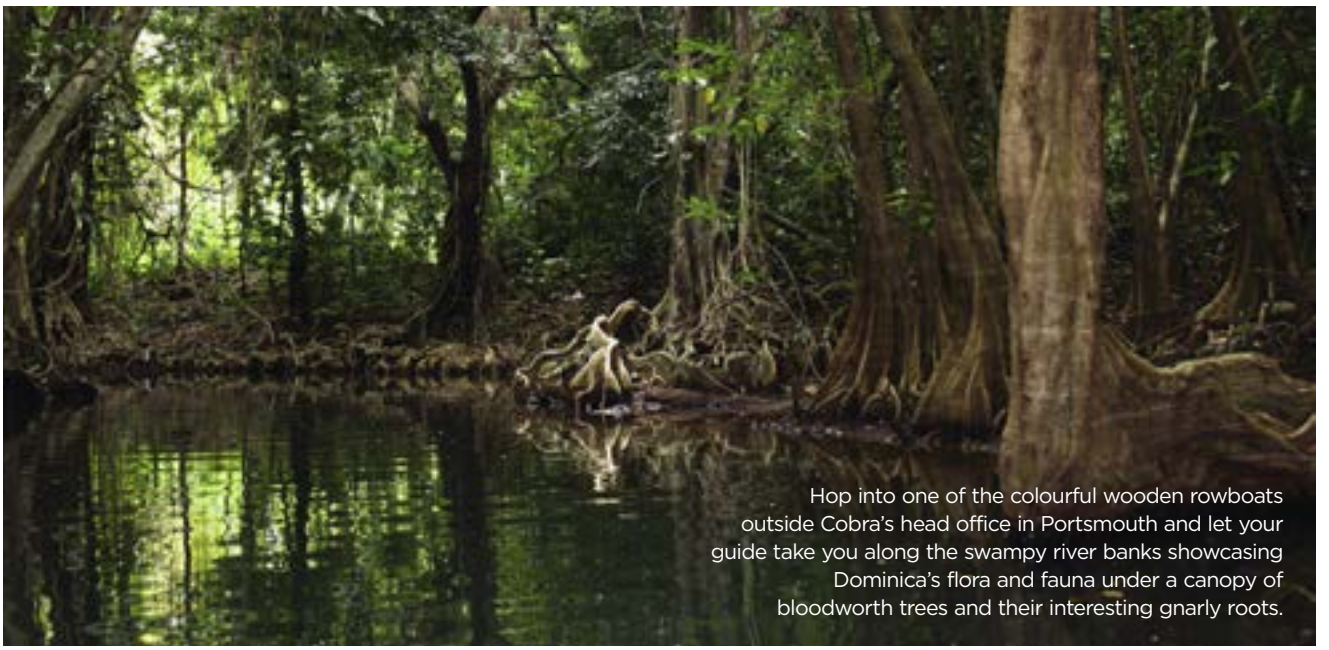
Claimed to be the "whale-watching destination of the Caribbean", six different species can be seen on a regular basis. In fact, the sperm whale – the world's largest toothed animal – resides there all year long. Because Dominica's shoreline offers deep protected bays, the island also attracts many visiting species from other neighbouring islands.

For the sea turtle conservationist at heart, a stay at Rosalie Bay Resort is a must. This beautiful eco resort welcomes everyone from hikers to honeymooners and offers beautifully appointed oceanfront suites. Tucked into Rosalie Bay on the east coast of the island, this charming resort caters to those who enjoy excellent cuisine, yoga, and meditation along with relaxing nature-inspired spa treatments. Of course, its 22-acre property invites you to explore Dominica's flora and fauna without even leaving the resort. Tempting!

In the spirit of protecting the environment further, Rosalie Bay Resort's owner, Bev Deikel approached WIDECAST a while ago in an effort to establish a sea turtle conservation program on Dominica. Every year between March and October, three species of endangered sea turtles – the Leatherback, Green and Hawksbill – nest and hatch on Rosalie's black sand beach. As part of this great initiative, guests are invited to sign up for wake-up calls to watch sea turtles up-close as they come ashore to lay their eggs or when the tiny turtles hatch and make their way out to the Atlantic Ocean.

We were there in early March – sadly, too early for the sea turtles and too late for Dominica's Carnival "The Real Mas" held to commemorate the abolishment of slavery and celebrated by engaging in masquerade, dancing and singing. Apparently, even the tourists can actually join in the fun. Although we only saw the remains of the event, it struck us as something to work into our next visit.

But The Real Mas is not the only event this lovely island has to offer. DOMFESTA, the annual festival of arts, showcases the talents of Dominican artists and other aspects of Dominica's cultural heritage during the months of April, May and June.



Hop into one of the colourful wooden rowboats outside Cobra's head office in Portsmouth and let your guide take you along the swampy river banks showcasing Dominica's flora and fauna under a canopy of bloodworth trees and their interesting gnarly roots.

Beautifully situated kissing the coast of the Atlantic Ocean, this luxurious eco resort awaits you. After a day of hiking, biking or diving, Rosalie Bay Resort will provide you with a restful atmosphere complemented with great cuisine, yoga, and meditation along with relaxing nature-inspired spa treatments. You may never want to leave. We certainly didn't.

Although there is a new line-up every year, activities include dance programs, photographic exhibits, steel pan music performances and live theatre.

Although the weather may be a bit challenging for boaters to get there, the World Creole Music Festival takes place in late October. This three-night event of "pulsating rhythms" boasts a line-up of musical acts with artists from Guadeloupe, Martinique and even Haiti. Local bands featured include the bouyon rhythms of Triple Kay Global and the Cadence-lypso style of the Midnight Groovers – this year's honoured Creole icon!

Dominica – definitely not for the faint of heart! •

Bev Deikel, owner of Rosalie Bay Resort, plays an integral role in the conservation of the endangered sea turtles that come to nest at Rosalie Bay. In fact, guests are invited to sign up for wake-up calls to watch sea turtles up-close as they come ashore to lay their eggs or when the tiny turtles hatch and make their way out to the Atlantic Ocean. Here is a Hawksbill hatchling just released on Rosalie Bay!

Useful Websites

Captain Mark's Way	captainmarksway.com
Champagne Reef	champagnereef.com
Cobra Tours and Yacht Services	cobratours.dm
Discover Dominica Authority	dominica.dm
Dive Fest	dominicawatersports.com
Picard Beach Cottages	picardbeachcottages.dm
Rosalie Bay Resort	rosaliebay.com
Waitukubuli Nature Trail	waitukubulitrail.com
World Creole Festival	wcmfdominica.com

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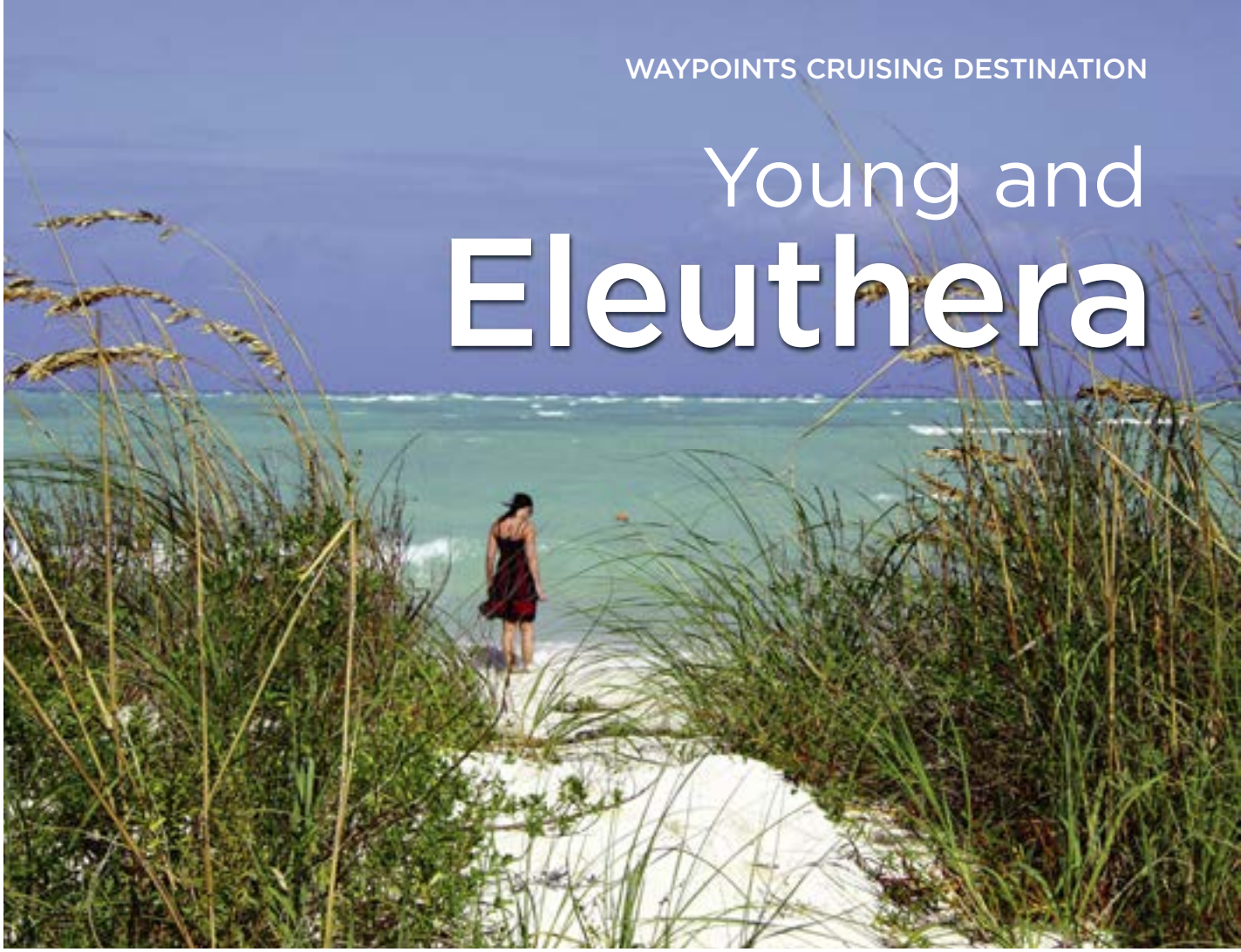
Young and Eleuthera



Taking in the first white sand beach.

Story and Photos by Clarity Nicoll

I was ruined...completely and utterly ruined. At the young age of 22, my very first trip to the Caribbean was to Eleuthera, which is, in my opinion, the most beautiful place on earth. It will now be an uphill battle for me to surpass my visit there.

An opportunity to go to the Bahamas presented itself to me because I spoke French and I was available. I will be forever grateful to my parents for enrolling me in a French Immersion program.

The trip was arranged by Michel Sacco of L'éscale Nautique (Canada's French-language yachting magazine) and the charter was booked through a Quebec-based company, Navtours, so French was a necessity. Needless to say, my French sailing vocabulary was limited so I came prepared with notepad in hand, ready to learn how to sail in French.

Our charter cruise started from Nassau with a three-boat flotilla. I was lucky enough to crew on a Beneteau 50; the other two boats were Jeanneaus (a 409 and a 379).

The tiny and thin chain of islands called Eleuthera lies about 40 nautical miles east of Nassau and is well worth the 10-hour sail (beating upwind) to get there. The morning we left, a large, cold front was heading towards us so we sailed straight for the protected bay of Egg Island. Although this bay provided us safe shelter for the night, it is home to the ruins of a once beautiful resort that was devastated by a hurricane years ago. We explored this nearly uninhabited island the next morning to check out the ruins and see the beaches.

Our next spot was Spanish Wells, a small fishing town about an hour's sail away where we were warmly greeted by a school of dolphins. The town of Spanish Wells typified how I imagined the Bahamas; I finally saw my very first pristine white sand beach, complete with a kite boarder out on the clear turquoise water. The houses are painted with different pastel colours and everyone (even the police) drive golf carts, so naturally I rented one. We toured the island on our noticeably slower rental golf cart, seeing banana trees and goat farms. We also stopped at a restaurant to try a local favourite dish – cracked conch, which is a deep-fried sea snail found in a giant conch shell. I'm a true believer that anything deep-fried is amazing and after cracked conch, that still holds true for me.

Our day in Spanish Wells was especially windy – great for kite surfing but bad for snorkelling. We tried snorkelling anyway.

Twin brothers; the home of the World's Best Daiquiri.

I'd never tried it before and was keen to see the colourful fish and incredible coral reefs that my friends raved about after returning from trips to sunny all-inclusive resorts. Sadly, the water was too stirred up to see anything much but, on our swim back, Michel managed to harpoon a sea ray. We marinated and barbecued that sea ray and voilà, a fishy tasting appetizer!

The next day, we sailed for Hatchet Bay via the Current Cut

Spanish Wells "skyline".
Photo Credit: Michel Sacco

Snorkeling at Current Cut.

– well named as it is, in fact, a cut in this chain of islands boasting an unbelievable current. It was there that I successfully tried my hand at snorkelling.

The final mooring of our cruise was Hatchet Bay; the 25-foot opening to Hatchet Bay makes it one of the Caribbean's best-protected harbours. Luckily for me, just outside the Hatchet Bay harbour, another incredible snorkel awaited me. We saw grouper, leopard whiprays, lobsters, jelly fish and more schools of colourful fish than I could ever count.

I have always made it my life's mission to try anything that someone claims to be "the world's best" and to date I've rarely been disappointed. So, of course, while at Hatchet Bay, I made a trip to Twin Brothers Seafood and Steakhouse to try the "world's best strawberry daiquiri" with a side of their acclaimed Bahamian favourite, conch salad. Now, I'm not a strawberry daiquiri connoisseur but I do think that I've tasted enough to know that this place serves up an outstanding one. The conch salad was also a winner and I was able to watch the chef prepare our entire meal.

The snail is forced out of the shell and all of the tough muscle is cut off. Then, the meat is cured by rubbing it with salt and lime juice. The conch, green peppers, tomatoes and onions are all diced, and along with more lime juice, salt and orange juice thrown in for good measure, an amazing match for the "world's best strawberry daiquiri" was served.

Although we had limited time, we did rent a car to explore the area a bit more. Our first stop was Surfer's Beach – a 15-minute walk in from where the road stops being drivable. The

Left: Fishing boats of Spanish Wells.

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Digging into a conch salad.
Photo Credit: Michel Sacco

When I first found out I was going to Eleuthera, I immediately went on Google to do some research.

view from the top of the hill was spectacular and the waves were extreme. The beach was totally deserted; it took us less than five seconds to change into our swimsuits and run headfirst into those waves.

The next stop on our road trip was the Looking Glass Bridge. It is a breath-taking place where the rough and dark blue Atlantic collides with the clear, calm and turquoise Caribbean. The bridge here used to be made of natural stone but was sadly brought down by a hurricane. It is now a sturdy man-made bridge beside where you can climb up on the rough rock hills to see the contrast between the two oceans and the unbelievable power of the water as it crashes into the cliffs.

When I first found out I was going to Eleuthera, I immediately went on Google to do some research. The only thing I remember was that Eleuthera had pink sand. Pink sand! During the entire trip, I felt like a little kid on a road trip asking, "Are we at the pink sand yet?" All that nagging finally paid off when we arrived in Governor's Harbour and were able to see the empty, untouched and pristine pink sand beach at dusk – created by a mixture of white sand, coral and broken pieces from the red shell of foraminifera, a microscopic animal.

On our sail back to Nassau, I could already feel myself missing this place, but I didn't have to worry because the Bahamas pulled through for me and gave me an unforgettable sail back.

Eleuthera continued on page 74

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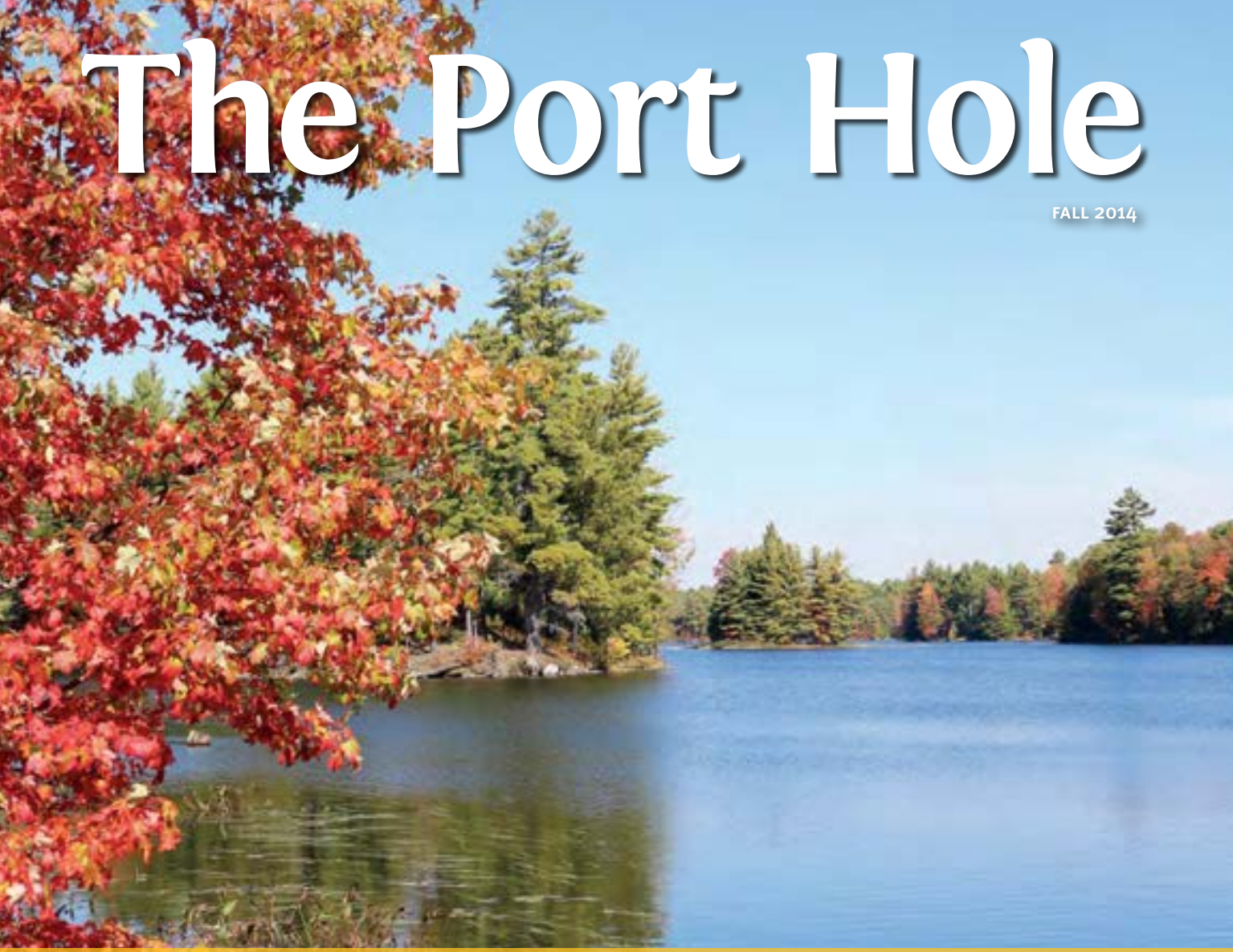

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Photo: Vanessa Schmidt
Skootamatta Lake

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

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

It was the end of June, and after a week of torrential rain the levels were rising at Fishing Lake, our regional resort lake 15 minutes from my home town, Foam Lake, SK. The wind was blowing on shore, and the waves were at least a foot and a half high. Lake water was splashing over the berm, about 15 yards from my friend's cottage/permanent home, and hitting the living room windows. But it wasn't the regular walls of water that had my friend glued to her seat, watching.

Earlier, she had seen a kid attempt to take out a kayak, but he or she had the good sense to give up fairly quickly and head for shore. Likewise, it didn't take the skipper of the small power boat long to realize that the conditions were beyond him. They almost were – when he attempted to turn back to shore, he miscalculated the wave action and landed sideways in the trough. Fortunately, he and his boat survived. However, the fellow on the personal water craft seemed oblivious to weather conditions and wave action as he ventured further and further out into the middle of the now very choppy lake. Our little lake is probably glacier-made, long sandy beach, gentle slope into the water, but 65 feet deep in places and almost a perfect circle. No handy coves or sheltered bays – just open water.

My friend kept her phone handy. If he disappeared, she would call the RCMP – the Mounties serve as our small town Saskatchewan police service. "Not that they could have done anything," my friend said later. "They probably don't have a boat available. But at least they would have known that there was a body out there."

He did make it back to shore in one piece, but my friend, who is not a boater, had a question. "Everyone in Saskatchewan has to get the Card," she said. "What do they teach them?" I couldn't answer her question.

But I did know two statistics. Before June was done, there had been 11 boating deaths in Ontario alone, a stark contrast to five in 2013, and the Canadian Red Cross had reported that fewer than 50 per cent of Canadian boaters wear life jackets, even though 82 per cent of Canadian boaters believe it's a legal requirement.

And I do know that weather in Saskatchewan has gotten crazier – storms blowing in without warning, regular tornado sightings, and, by the end of June, more rain in five days than the province gets in a month. There was so much rain that sleepy little Birch Creek, which runs through the base of Highway 16 and is contained during spring run-off by three culverts, swelled to monster proportions. During the deluge, it rose 30 feet, sweeping over the highway in a good imitation of Niagara Falls, taking with it much of the pavement and roadbed. Highway 16 is the alternative TransCanada. Nobody's taking bets on when it will reopen.

There's something else that comes with what now appears to be an annual flood period across the prairies, something new for those of us who consider a 15-year-old poplar (aspen) to be a full-fledged tree. The something new is flotsam and jetsam in recreational water.

When Round and Crooked Lakes spilled their banks over very popular cottage country around Qu'Appelle, the province issued two warnings to boaters. An aerial survey had revealed the debris brought in by heavy winds. Boaters were told to stay off the water because of the hazard of floating timber. Most of our small lakes have no buoyage or danger-marker system.

Boaters were also warned about the damage their wakes could cause cottages that were under water, and were asked to think about the consequences of destroying someone's hard work because of a misguided need to go sightseeing to check out the damage on the lake.

Weather alerts in our province now come with new warnings: "Heavy rains can lead to flash flooding. Vehicles can be swept off the road. Stay alert for warnings and be prepared to take appropriate measures." If this is the new normal, and it just might be, then somehow, recreational boaters, in particular those who can arrange for only a few precious weekends at the cottage, need to feel the same urgent necessity to be alert to conditions.

Jim Brown, S, National Administrative Officer
Burlington Power and Sail Squadron

Thanking the Volunteer

Canadian Power and Sail Squadrons is continually undergoing change as we endeavor to meet the challenges of expanding our presence in the marketplace and competing as a not-for-profit organization.

Annual advertising and marketing budgets that most national organizations work with are only a dream for us in CPS-ECP, hence, the responsibility for developing and implementing successful programs falls on the shoulders of our very dedicated and creative volunteers.

In the world of not-for-profit volunteer organizations, one needs to rely on the expertise from within the membership to source those individuals who are both capable and interested in devoting their time to the success of that organization.

At CPS-ECP, we have been extremely fortunate over the years to have our members stepping up to offer their services, and the results of the efforts have been evident in the successes we have achieved.

To start, the Membership Committee, under the guidance of Committee Chair Bill Allan, has been actively working at providing support to the Districts and Squadrons on such key topics as Membership Acquisition and Retention. Without attracting new members, while at the same time ensuring to maintain existing members, organizations become vulnerable, and will eventually disappear. Bill and his team offer their support in the form of online resources such as the Membership Acquisition Program, Part 2 (MAP2) and direct communications with Commanders and Membership Officers in support of their specific local needs.

The Marketing Committee, under Committee Chair Jill Denis-Raycroft and Marketing Manager, Vanessa Schmidt, has introduced programs that are designed to create and promote consumer awareness of CPS-ECP, and to strengthen our presence and image across the country. Participation in major Boat Shows and events expose the general public to who we are, and what we have to offer. Promoting our courses through advertising, discussing the educational options we offer, and the opportunity of witnessing the passion CPS-ECP volunteers have for the boating lifestyle are all part of the overall Marketing of our organization. These efforts will be further supported later this year with a nationally televised commercial promoting CPS-ECP. Both Jill and Vanessa have played a very active role in promoting and supporting CPS-ECP internally and externally, and again, these efforts are delivering positive results.

One of our key objectives as a member-driven organization is to keep the members informed on the activities going on around us. Chair of the Communications Committee Frederic (Sandy) Carter and his team are responsible for managing the CPS-ECP web site, the Forum, publishing the The Port Hole / Le Hublot magazines. One of the critical, behind the scenes committees that delivers a major event each year is the National Conference Committee under Chair Tracie Berekoff. Tracie, and the local hosting Committee members work 2-3 years out in preparing the finale to our year, the National Conference and Annual General Meeting. Finding locations and facilities capable of hosting a 400+ member conference, and coordinating all of the activities that make a conference flow smoothly is a monumental task.

This year, CPS-ECP will be celebrating in Quebec City. 2015 will move to the home of one of world's best known attractions, Niagara Falls, and then in 2016 we move west again to Vancouver. Tracie juggles the details of all three major events at the same time and manages to create a unique and enjoyable experience year after year in different locations.

Member Benefits is another key element of being a CPS-ECP Member. Efforts are currently underway to review all Member Benefit Programs, and to source new, meaningful relationships with outside organizations interested in being aligned with CPS-ECP and our 24,000+ members nationally.

The newest initiative in the Administrative Department this year has been the introduction of a pilot project along with Transport Canada and CIL Orion. The "Emergency equipment education and pyrotechnic flare disposal for recreational boaters" program under the leadership of Mike Smith, along with John Gullick and Walter Kowalchuk, saw CPS-ECP displays at 10 locations chosen specifically by CIL Orion across Canada. The exhibits were further supported by the local Squadrons and promoted the courses offered by CPS-ECP, the inspection of safety

Continued on page 54

Canadian Power and Sail Squadrons

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Walter Kowalchuk

Continued from page 53

equipment, and the collection of out-dated marine flares. While the pilot program was in a trial stage only for 2014, the results have been extremely positive, with marinas, retail stores and Squadrons already expressing keen interest to participate in the future if a like program is once again applied for and approved.

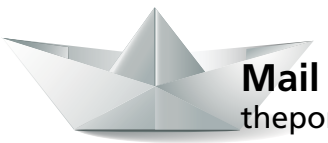
The above Committees are part of the National Administrative Department and are only a few of the total number of committees across Canada.

So, as the heading for this article stated, "Thanking the Volunteer" is the least we can do for those 2,900 + volunteers who contributed over 150,000 hours last year alone to the success of this not-for-profit organization.

Yes, we have a limited advertising and promotional budget, but the passion our volunteers have for making CPS-ECP a success is priceless.

Take a minute to thank a CPS-ECP volunteer and to also consider joining one of our successful teams.

We all have something to contribute and gain.



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Reporting Marine Accidents

I get asked from time to time if boaters have a responsibility to report marine accidents/incidents that they are involved in or witness. The simple answer is yes. It is required by law. Depending on the location and jurisdiction, boaters would contact the local/ regional police department and make out a report.

Interestingly, I just received the press release below issued by the Ontario Provincial Police regarding the ability of citizens to now self-report non-emergency issues including those involving vessels and shoreline damage caused by vessels. Here is that release:

July 7, 2014: CITIZEN SELF REPORTING COMES TO THE ONTARIO PROVINCIAL POLICE, ORILLIA, ON

The Ontario Provincial Police (OPP) has made another move to improve efficiency within one of the largest deployed police services in North America.

This week the OPP unveils a new online reporting system that will enable the public to report specific occurrences from a computer. Citizen Self Reporting will offer the public another way to report select incidents which are not an emergency, by completing a report online at their convenience.

The OPP is one of several Ontario police services who have adopted an Internet-based crime reporting system where people can report certain crimes such as lost property, theft from vehicles, and property damage, without an officer having to be dispatched. Only occurrences that do not involve an injury, a suspect or evidence are applicable. An officer will attend if requested by the complainant.

It is expected that Citizen Self Reporting will be beneficial to both the public and the police. It will provide a convenient alternative to the citizens of Ontario, while allowing frontline officers to focus their efforts on other enforcement and crime prevention strategies within our communities.

By providing people with another option for reporting crimes, the OPP is hopeful that more incidents will be reported, resulting in the collection of information to develop future crime prevention initiatives.

To access the system, go to opp.ca. The OPP can be contacted toll free anytime at 1-888-310-1122.

Water fleas – they are not insects

How can something as small as 1.5 cm be described as the greatest threat to the biodiversity and structure of native zooplankton communities on the Canadian Shield since acid rain? And why does it matter?

Spiny water fleas and their smaller cousins, the 1 cm long fishhook water fleas, came to us from northern Europe and Asia. Much given to hitchhiking, they most likely travelled to the Great Lakes in untreated ballast water from international ships. The first spiny water fleas were found in Lake Ontario in 1982 and in Lake Huron in 1984. They have since spread as far as Lake Winnipeg. The fishhook variety arrived a few years later, in 1998, also, presumably in ballast water.

And they are not insects. They are tiny crustaceans. The spiny water flea has a barbed tail spine. The fishhook water flea has a long barbed tail ending in a fish hook shaped loop.

Why are they a problem – and a serious danger to our ecosystem? Because they are voracious eaters of plankton, which is at the bottom, and forms the backbone, of the aquatic food chain. They can create a serious decline, or a complete depletion, of some plankton population. And there's nothing in our water system that will eat them. Those barbed tails discourage even the hungriest potential predator. Some large fish might dine on them, but, meanwhile, they are stripping away the food source for the smaller fish, including perch and panfish.

No predators, and they reproduce rapidly, by cloning as well as through egg production. Their eggs can remain viable all winter.

Now that they are in our waterways, how do they travel? They get caught up in fishing lines, fishing nets, and other fishing equipment, and moved from one lake or river to another. Spiny water flea eggs and adults may become unseen travellers in bilge water, bait buckets, and livewells. Because they are so tiny, they are only spotted when they clump together in masses that have been described as gelatin-like, or cotton batting.

If we don't have anything that will eat them, and we can't see them, how do we keep them at bay? The solution is simple and straightforward and will complicate the lives of those of us who want to spend our summers on the water: Inspect your boat, trailer and equipment after each visit to your favourite waterway. Before moving to a new body of water, remove all plants, animals and mud from your boat. Drain water from your motor, live well, bilge and transom wells while on land. Rinse all recreational equipment with high pressure or hot water, or leave everything to dry, in the sun, for at least five days.

Maiden Voyage of the 1962 Nomad Trailer

Bradley Schmidt
Markham Agincourt Power and Sail Squadron

In seven years and nearly thirty installments of Jet Set, no topic has garnered more interest and feedback from the readers than the Nomad Camping Trailer / Boat. From the first mention a few years ago to the most recent article on the restoration there has been an onslaught of letters from other owners, a family member of one of the original creators, and most recently the gentleman responsible for the tent-making operation at Imagineering, the designers and manufacturers of the Nomad. In case you've forgotten, Imagineering brought this unique combination to market in the early 1960s. It's a highway-capable camping trailer with a boat for a lid. The kicker is that the trailer itself is also a boat and can actually be towed through the water to remote island campsites.

This restoration used a number of skill sets. Because of the bad condition of the boat when I started, I ground off the entire gel coat and built up a number of new layers of fibreglass before filling and smoothing the hull in preparation for paint. The trailer portion had some cracks and chunks that needed repair. Both portions needed new wood inside. I did some welding on the trailer portion as well – the original design had no positive connection between the tongue and the axle; instead it relied on the strength of the fibreglass. Because I intend to take mine off-road, I welded a connection between the two and made some hidden cross-bracing to reduce the flexing on the fibreglass. Finally a new tent had to be made. The original brochures showed a number of options, from a full pop-out version with an add-a-room to a simple pup-tent. Because I sewed it myself, I stuck to the pup-tent option to keep things simple.

On a sunny day in early July, I hitched the newly restored Nomad to my 1962 Chevy C10 pickup and threw an Evinrude Lightwin 3hp outboard from the same era in the bed of the truck. The setting was an idyllic campsite in the North Frontenac Parklands.

The results speak for themselves. Aside from my PFD, the images could have been taken 50 years ago when the trailer was new. The boat lifted from the base and floated easily. With my faithful Weimaraner along for the ride I fired up the Evinrude and zipped back and forth for the camera. The boat handled well, even when we later tested it with two adults and the dog. The moment of truth arrived when (not without trepidation) I wheeled the trailer into the water to validate the claims in the original documentation. Much to my surprise it floated high and dry and didn't seem to be affected at all by the wheels and heavy steel tongue. The trailer portion towed easily through the water, even with the tent erected (normally it would be left down for a water crossing). The boat is rated for up to a 7hp engine, but my trusty 3hp did an admirable job of pushing the boat through the water without adding excess weight to the transom.

Though my interest waned numerous times since the start of the project, zipping around on the water with the trailer in tow sure was rewarding. I wouldn't take it out in rough conditions, but it does seem to work as originally designed – fifty-year-old Canadian ingenuity at its best. I can't wait for the next outing and my first overnight trip with the Nomad.

Solo in the Broughtons

Dog-friendly marinas and anchorages in this wilderness archipelago

Larry MacDonald and Fern Magnus-Brown

As indicated by the subtitle, this article is not about boating solo in the Broughtons. Having sailed through this island-studded wilderness in British Columbia for five weeks last summer, we would not recommend going single-handed. Numerous tidal currents, half-submerged logs, kelp beds, and isolated rocks require extra eyes. As well, the rugged beauty of its coastlines, back-dropped by verdant snow-capped mountains, is perfect for sharing with companions.

Solo refers to Fern's Giant Schnauzer who accompanied us, providing ample opportunities to go ashore. Often, we had difficulty finding suitable shore access to allow her to do her business. "Wouldn't it be nice," we mused, "to know in advance which marinas and anchorages are dog friendly?" The obvious answer prompted us to take notes so that other boaters will know where their dogs can romp down a trail or check out an easily accessible beach.

We categorized marinas and anchorages as either dog friendly or not dog friendly and arranged them in alphabetical order. To be considered friendly, a location required nearby shore access onto a dock or a beach, as well as a substantial beach, walking trail, or logging road for dogs to stretch their legs. Although most of the 22 locations listed are within the Broughtons (north of Desolation Sound between Vancouver Island and the Mainland), a few are on the fringes, which we visited while boating to these islands from Powell River, British Columbia.

Dog Friendly

Blind Channel Resort: This full-service marina offers a map of scenic hiking trails through cedar forests, ideal for dog walking. One loop leads visitors to a gigantic 800-year old Western Red Cedar. Another intersects with logging

Sunset in Potts Lagoon

roads, which meander around West Thurlow Island. Every August, the resort owners arrange for visiting canine crew to participate with their greeter dog, Snoop, in a fun dog show.

Cordero Lodge: A resident dog at this small marina greeted Solo and showed her a picturesque path behind the lodge, which leads to kilometres of logging roads for adventurous travelers and their canine companions who like to explore. "Pooch" also showed her a lovely place to swim in salt water. Fortunately, water taps are available here and at most marinas in the Broughtons for rinsing dogs with fresh water to eliminate dry skin and possible itching caused by the salt water.

Dent Island Lodge: This luxurious marina provides a water dish, free poop bags, a scenic "Tugboat Trail" along the water, and a beach for some good old dog paddling. Two friendly canines joined Solo as we ambled along their expansive docks admiring the visiting mega-yachts.

Forward Harbour: A wide beach allows access to a trail over a wooded hillside to another beach at Bessborough Bay. While beachcombing on the Bessborough side, Solo took a liking to a boomerang-shaped piece of driftwood. After an extended game of fetch, she carried her prize partway back the trail before dropping it as if to say, "I am leaving this stick for another dog to enjoy." We carried on, vowing to someday re-visit this delightfully secluded anchorage.

Greenway Sound: Although this once-popular marina has been closed for years, several other boats were tied to their derelict docks. We stayed just long enough to dinghy over to another dock from which we hiked a 2-kilometre trail leading to stunningly gorgeous Lake Broughton. Here, Solo enjoyed a leisurely swim in fresh water, jumping in from a partially submerged dock for another game of fetch. The trail continues upward another kilometre to smaller Silver King Lake.

Jennis Bay Marina: This hospitable marina on the mainland has two resident dogs, Bravo and Koal, and kilometres of trails and logging roads to explore. As with most marinas in the Broughtons, the operators love dogs and don't mind if they are loose on the docks, even at Happy Hour, as long as they behave and the owners provide supervision. Here, Solo got up close and personal with a salmon caught just off the dock by a visiting boater.

Kwatsi Bay Marina: This small friendly marina nestled among towering granite mountains in the Great Bear Rainforest has a short walk from the top of the dock ramp to a pet potty area. By dinghy, a longer walk in the woods leads to a spectacular waterfall where Solo frolicked in the bubbly fresh water.

Lagoon Cove Marina: This is probably one of the best-designed marinas for dogs. At the top of the steps leading from the dock is an area for relieving pets. A map of Pet Paths is posted showing various trails, with distances, all leading back to the marina. Solo chose the longest path to a rocky beach at the Blow Hole, the passage separating East Cracroft from Minstrel Island, where she enjoyed a refreshing swim.

Port Harvey Marine Resort: Extensive logging roads through the hills behind this full-service marina provide long walks for energetic crew and canines.

Port McNeill: Two separate full-service marinas allow ready access to a walking trail along a grassy waterfront that continues onto a dirt road. We stayed a few days at the marina nearest the fuel dock where we were greeted daily by Stewart, the Manager's Yellow Lab. Before we left, Solo was invited back for some fun doggie activities later in the year.

Squirrel Cove: On Cortes Island in Desolation Sound, numerous hiking trails are available from the marina, including a 5-kilometre trail to Von Donop Inlet in Ha'thayim Marine Provincial Park. The anchorage further in the cove has a small islet for dogs to do their business, and a reversing tidal stream that leads to a lagoon. Reportedly, a trail leads from

Sullivan Bay Marina

One of several colourful float homes in Potts Lagoon

the lagoon across the Island but we chose not to wait for a flood tide in order to access it.

Sullivan Bay Marina: A designated grassy "Poop Deck," and a treat from the Manager made Solo feel welcome at this full-service marina. The mile-long docks are great for walking among the float homes, although they do not allow ready access to shore. Plans are in the works for a new separate dock accessible by dinghy and for a trail through the woods, but neither was completed at the time of our visit.

Turnbull Cove: An uphill, downhill trail leads to a dock at Huaskin Lake, perfect for owners and their dogs to take a refreshing dip and bask in the sunshine.

Not Dog Friendly

Broughton Lagoon: This beautiful anchorage has access to a beach, which unfortunately is too small for an extended walk. Solo made the best of it by going for a swim.

Claydon Bay: Although there is no trail, we scrambled a short distance through bush to a creek where Solo had a drink.

Farewell Harbour: This anchorage has a fishing lodge on private property, which reportedly is off limits to transient boaters during the busy season. Since no one was in residence during our visit and no other shore access was available, we allowed Solo to relieve herself on a patch of turf and take a short walk on the dock.

Potts Lagoon: This well-protected cove has a cluster of small float homes linked by log-boomed "sidewalks," not suitable for dog walking; instead, we used a small islet nearby that was difficult to access from our dinghy. Nearing the end of flood tide, we dinghied with the current from our anchorage into a tranquil lagoon. Although we found no shore access in the lagoon, a quiet row provided Solo an opportunity to bird watch: bald eagles and herring gulls soared overhead while blue herons and black oyster catchers stalked the shallows. We lingered just long enough to catch the ebb flow back to our anchorage.

Refuge Cove: This full-service marina in Desolation Sound has a designated patch of grass on shore for dogs to relieve themselves. There are no nearby trails and most of the bay is surrounded by private properties.

Shawl Bay Marina: This friendly marina with loads of amenities, including greeter dog Foxy, has just a small green area for dogs, which Solo refused to use. She preferred an old log dump, which we accessed by dinghy.

Simoom Sound: This dogleg inlet offers several anchorages, one of which has a small beach but very little space to walk. We were greeted by a black bear foraging on the beach, which retreated into the woods as we approached.

Sutherland Bay: Rocky beaches are not suitable for walking. However, if your dog can handle a 15-minute dinghy ride, many kilometres of old logging roads are available.

Waddington Bay: This beautiful anchorage was our biggest disappointment for Solo. What looked like beach turned out to be mostly mud, while a small islet was only accessible at high tide.

The good news for those who boat in the Broughtons with their canine companions is that most of the marinas we visited (9 out of 11) are dog friendly. The bad news for those who prefer the serenity of a quiet anchorage is that most of them are not dog friendly (7 out of 11). At high tide, the sea goes right up to the trees so there is very little shore access. At lower tides, the shore is beset with barnacles and oysters, which were hard on our soft-bottom dinghy as well as on Solo's paws.

If you boat in the Broughtons with your dog, be aware that this area is primarily wilderness, home to bears, cougars, and coyotes, so it may be prudent to keep your dog within view and under control when going ashore. And two final caveats: First, we only reported on a limited number of marinas and anchorages during our cruise – many more could have been included if we had more time. Second, our classification of locations as dog friendly was based on our experience in the summer of 2013. Since that time, changes may have been made, especially at marinas, to ensure that boaters with canine crew will be more likely to enjoy this increasingly popular cruising destination.

Inspect your boat, motor, trailer, and boating equipment such as anchors and fishing gear, centerboards, rollers, and axles. Remove any zebra mussels and other animals and plants that are visible before leaving any waterbody. Sourced from: O.F.A.H

Updates on invasive species

Joan Eyolfson Cadham, S
Saskatchewan Power and Sail Squadron

Saskatchewan had its zebra mussel scare in 2009 when a boat, bought in the USA for restoration and sale in Saskatoon, came complete with a colony of the tiny invaders. Fortunately, the travellers were discovered before the boat hit water, so that the owner was able to remove them.

In 2013, seven boats infested with the invasive mussels were caught before they crossed the border into Alberta. The states south of Alberta have been effective in intercepting contaminated vessels.

Quagga and zebra mussels were introduced into the Great Lakes and the USA in the 1980s, probably from ballast. They have spread, relentlessly, into Ontario and Quebec and 24 American states as far west as California. In October 2013, zebra mussels were discovered in Lake Winnipeg.

Provinces and states are fighting back, and they are not working in solitary isolation. In 2009, B.C. teamed up with federal, tribal and state agencies from Washington, Oregon, Idaho and Montana to form the Columbia Basin Rapid Response Plan. Ongoing communication among the partners ensures early detection and rapid response. Washington, Montana, Oregon, Idaho and Alberta run inspection programs and notify B.C. if they intercept a suspect boat. The Invasive Species Council of B.C. deploys three high-pressure washing stations across southern B.C. to respond to any threat.

Meanwhile, Manitoba has taken steps to wrest Lake Winnipeg from the zebras. The province sealed off four harbours with a silt curtain in mid-May and injected liquid potash into the lake until a sufficient concentration suffocated the mussels. Provincial officials say that the liquid potash treatment in a lake environment is a first. Manitoba is treating other harbours.

On the other hand, an experimental plan to add bacteria to a Winsconsin lake to kill zebra mussels has been dropped because of local opposition, including worries from some county officials.

Manitoba, where the zebras were first found a year ago, is increasing monitoring on Lake Winnipeg because zebras could still be lurking just beyond the treated areas. The boating public has been asked to watch for mussels because, say officials, probably 90 percent of boats coming into Manitoba have been in mussel-infested areas. Five decontamination units have been provided.

In all areas, boaters are asked to be vigilant and to use the Clean, Drain, Dry program – clean off the mussels, using a mild bleach solution and very hot water, drain everything, and dry the boat and motor by exposing to the sun for several days.

Meanwhile, a new lab in Burlington will be the front line in the fight against another invasive species, the Asian carp, a fish that eats the plankton which is at the bottom of the aquatic food chain, leaving native species at risk. The carp were introduced to North America in the 1970s, for the aquaculture industry in the southern United States and for the life food fish industry in Canada. The Burlington facility, located at the Canada Centre for Inland Waters, is an Asian carp research lab that's the first of its kind in Canada. It's essential, say staff, because the Great Lakes are in real danger. The problem with invasive species is that their natural predators were left at home when they moved to Canada.

Plastic pollution closer to home: microbeads in the Great Lakes

Joan Eyolfson Cadham

We tend to think in terms of oceanic pollution, the huge *Great Pacific Ocean garbage patch* or one of the other *gyres*, North and South Atlantic, North and South Pacific, and the Indian Ocean. (See Summer 2014 Port Hole.)

However, real trouble is evident closer to home. An American scientist from Dartmouth College in New Hampshire has discovered that Arctic sea ice is contaminated with microplastics, tiny bits of plastic from the south. According to scientists, microplastics absorb and concentrate other environmental pollutants, which will enter our food chain as animals swallow them.

But even closer to home, a research team studying the Great Lakes discovered that Lake Ontario has more than a million beads per square kilometre. But that's not the end of it. Water from Lakes Superior, Michigan, and Huron moves through Lake Erie then drains, via Niagara Falls, into Lake Ontario, the St. Lawrence River, and, ultimately, the Atlantic. And where do they come from? That was the next discovery. The findings? These tiny beads come from our toothpaste, our soaps, and our facial scrubs, where they provide the gentle abrasive effect we have come to expect. Too small to be filtered out by our water treatment facilities, they eventually make it to the lakes, where they accumulate and, as they do in the Arctic, collect toxic pollutants. And as the little fish who swallow them are, in turn, swallowed by the bigger fish that we eat, those little plastic beads eventually find their way into us.

The good news is that some of the major players, including Unilever, L'Oreal, Colgate-Palmolive, Procter & Gamble and Johnson & Johnson, have agreed to start phasing microbeads out of their products.

The bad news is that there is no way of ridding the Great Lakes of the current accumulation of microbeads.

The other bad news is that the Canadian and American governments haven't passed a united law banning the use of these tiny bits of plastic pollution. However, a binational committee of the Great Lakes Fishery Commission has urged the provincial, state and federal governments across North America to ban the production of any personal product that contains the tiny plastic beads that fish can mistake for food.

Meanwhile, it might initially seem comical – nautically-themed Lego pieces washing up on a beach in Cornwall, England for 17 years. The 4.8 million pieces were in a shipping container that washed overboard in 1997. The plastic pieces that reach the beach are considered collector's items. Not so for most of the debris from the 10,000 plus shipping containers that go overboard every year and are never recovered.

Fuel Safely

Pam Miller, USPS

As USPS members, we do our best to be safe on the water, but are we as vigilant about boat maintenance? Consider the following true story.

Two men looked forward to a day on the water. They left Florida's Kennedy Point Park the morning of June 4 and headed north on the Intracoastal Waterway. Around 1300 they stopped for fuel at Titusville Municipal Marina.

One man tied up to the fuel dock and proceeded to fuel up. As required, he turned on the blowers to clear any fumes before starting the engines. The port engine started right up; the starboard engine did not. On the third attempt to start the starboard engine, the boat blew up.

Boaters along the dock ran to the stricken boat with their fire extinguishers. The two men were transported to the hospital.

The final report on the cause of the accident has not yet been filed, but maintenance issues are suspected.

Think about it: If your vent lines are clogged, running your blowers won't accomplish much. This explosion demonstrates how important it is to properly maintain both your boat's mechanical and electrical systems.

Even if you are diligent about maintenance, you can take other practical steps every time you fuel to ensure safety. After fueling an inboard engine with gasoline, running the blowers is not enough. Open the engine hatches and perform the sniff test. If you have trouble starting an engine, shut it down. Don't assume all is well; check it out.

A well-maintained boat is every bit as important as having the proper number of life jackets on board. Take care of your boat, and it will reward you with a spectacular summer on the water.

-Courtesy USPS Compass Vol. 8 No. 6

Francois Segard of Montreal Power and Sail Squadron, consulting charts and the 2014 Nautical Guide before setting out on their "Little Loop" cruise. Photo by: Kathy Haslam.

Cruise Planning: Where to go

Your first decision will be choosing a cruising destination. Start building a cruise file—either an electronic folder, loose-leaf binder or both—for places you want to visit.

Once you've collected a considerable amount of information about your chosen destination, talk to someone who's been there. You'll gain valuable knowledge from others' first-hand accounts. Cruising clubs, yacht clubs and boating organizations can provide a wealth of information.

Next, study several cruising guides for your target area. Guides will help you choose marinas, anchorages and interesting stops along the way. You'll find a host of information on where to find fuel, laundries, groceries, restaurants, museums and other attractions as well as a list of required charts.

If you are planning to cruise outside the country, become familiar with entry and exit costs and procedures as well as what cruising and length-of-stay permits are required.

What to do

Planning your itinerary can be as enjoyable as cruising itself. After digesting your chosen cruising guides, make a list of places and things you'd like to see. Get local advice when possible.

Be aware that although many marinas operate on a first-come first-served basis, others take reservations, so plan accordingly, especially for popular destinations. Busy marinas may take call-ahead reservations, but if you don't have a reservation, plan on docking early to secure space. For longer accommodations, especially during the busy season, it is best to make your reservations months in advance. When preparing an itinerary, time constraints take priority. Most of us don't have unlimited cruising time, so we must match our cruise itinerary to our timetable. When planning your time, use a cruising speed that's 70 percent of your typical cruising speed. If your powerboat typically cruises at 15 knots, plan on an average speed of 10.5 knots. When making nonstop passage on a sailboat, plan on 100 nautical miles in 24 hours to allow for adverse current and winds.

Allow for bad weather days, perhaps one a week, in your cruise schedule. If you don't need the extra days, you can use them to extend your stay in a favorite spot.

Give yourself at least a full day of rest and reflection at the end of your cruise, so you don't return to your regular life exhausted from your travels.

–Courtesy USPS Compass, December 2013

Rhine River Cruise

Mary Burt, Etobicoke Power and Sail Squadron

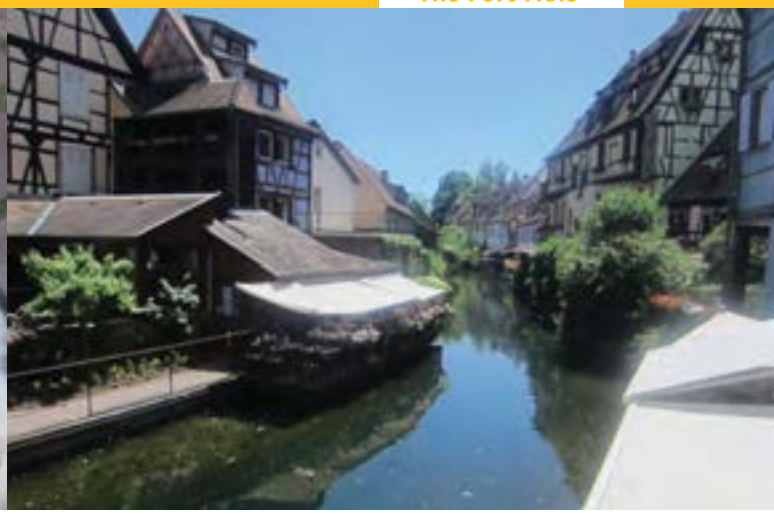
Two sleeps to go! Two sleeps before our plane transports us to Amsterdam and the good ship *AmaCello*, which will take us on our cruise along the scenic Rhine River. What could possibly go wrong? A frantic email from a friend, who is in the travel business, provided the answer. Our dream trip was in imminent danger of being cancelled – all due to Mother Nature! Flooding of the Danube and Rhine Rivers, in the spring of 2012, had put our journey in jeopardy. Our friend had received news that the *AmaCello* was stranded at Breisach. Worse, it might not be able to reach Amsterdam in time to pick us up.

We immediately contacted our travel agent, and alerted our friends who would be travelling with us. After sitting on pins and needles for 24 hours, we received word that our trip was a "go". We could complete our packing and present ourselves at the airport, secure in the knowledge that our ship would be ready to receive us when we arrived in Amsterdam.

Upon our arrival at Amsterdam's Schiphol Airport, we immediately parted from our friends, Peter and Marian, who were going to be picked up by an AMA Waterways representative. David and I bid them adieu and proceeded to the railway platform, located in the lower level of the airport. In the blink of an eye, or so it seemed, we had arrived at Amsterdam's Central Station. From there it was a mere 10-minute walk to our ship. The day was bright, warm and full of promise. As we approached the quay, we saw a number of river boats, but none of them bore the name *AmaCello*. Where was our ship? More importantly, where were Peter and Marian?

Fortunately for us, and before panic could set in, we beheld a wondrous sight – a pagoda bearing the name of AMA Waterways. Even better, two gentlemen came forth to greet us. Always preferring to hear the bad news first, we learned that, sadly, the *AmaCello* was unable to reach Amsterdam in time to greet us. The good news was that it would be waiting for us in Cologne the next day. In the meantime, alternate arrangements had been made, and notwithstanding the absence of our ship, the programme would proceed as planned.

Our hotel room was luxurious, almost to the point of decadence, and that evening we were wined and dined in one of Amsterdam's most posh restaurants. This setback was fast becoming a great holiday memory. The next morning, after a hearty breakfast, we boarded the buses for our city tour, including lunch which, to our delight, was served in a restaurant in the heart of old Amsterdam. As with dinner the previous night, we were not disappointed. The Five



Flies Restaurant, with its numerous dining rooms, is comprised of five buildings dating back to the 17th century. One of its many charms is the fact that it possesses several sketches by Rembrandt. After lunch, we embarked on our canal cruise, and ultimately to the bus which would take us to Cologne where, finally, we would become acquainted with our home away from home for the next seven nights.

And what a home it was – comfortable beds, mouth-watering meals, and of course, the abundant choice of beverages to be ingested with our food. All this, and the treasures of the Rhine had yet to be revealed to us.

While touring Amsterdam, I experienced a slight twinge of melancholy as I observed the throngs of cyclists, pedestrians, and tourists. What had happened to the sleepy little City of Amsterdam that I had come to love during a visit in 1974? This sense of sadness stayed with me in Cologne and Koblenz – cities I had also visited in the 1970s. Happily, as our journey along the Rhine progressed, I discovered I was being seduced, just as I had been all those years before, by the charm of these ancient cities and towns. Not even the grey, misty day we passed in the Rhine Gorge, gliding by the storied castles in their mountain aeries, could dispel the enchantment of this beautiful area. After all, this is the land of Snow White, Rumplestiltskin, and the Sleeping Beauty, to name just a few of the unforgettable literary friends of my childhood and, the dreary weather notwithstanding, it failed to detract from the eerie beauty of the forest and its brooding castles.

Here are just a few of the highlights of our cruise, aptly named The Enchanting Rhine:

Rudesheim and "Siegfried's Mechanical Music Cabinet" - a historic museum which houses one of the greatest collections of robotic and self-playing musical instruments from centuries past.

Strasbourg and its astronomical clock located at the Cathédrale de Nôtre Dame whose animated characters are put into operation, daily, at 12.30 pm. The different characters representing the ages of life (from a child to an old man) parade in front of Death. In addition to the official time, the clock also indicates solar time, the day of the week (each represented by a god of mythology), the month, the year, the sign of the zodiac, the phase of the moon, and the position of several planets.

Riquewihr - the lovely 16th century town, which survived WW II without being damaged, and where David and I met a most charming puss. This little character captured our hearts as he stretched sensuously before us, and received our caresses in a state of sheer and utter bliss. Alas, a sudden noise startled him and, as is the wont of startled felines, he leapt up and disappeared from view.

During the course of our cruise David mulled over the question of why the high water at Breisach had prevented the *AmaCello* from going through the lock, thereby ending the cruise portion of the trip for the group before us. He was rewarded with the answer when we arrived at Breisach. This particular lock has a superstructure built over it with the result that as the water rose, there was no room for any ship to pass under it. Apparently this is a common design of locks on the Rhine, which have a low clearance at the best of times. Luckily for us, the water abated quickly, and thus the *AmaCello*, whilst unable to reach Amsterdam in time, was there for us at Cologne.

Our cruise ended in Basel, where after a city tour, we were transported by bus to Lucerne for a two-night stay. At Lucerne we were taken directly to the Lion Monument – a sculpture of a mortally-wounded lion. This work of art is a commemoration of the Swiss Guards who were massacred during the French Revolution. Mark Twain described this sculpture as "the most mournful and moving piece of stone in the world." I'm inclined to agree with him. The next day, David, Peter, Marian and I opted out of the guided walking tour. Instead, we chose to discover the delights of the cobblestone streets and squares of Lucerne on our own, and that evening we celebrated our successful excursion at a friendly little pub in the heart of old Lucerne. The next morning, we bid a fond farewell to this lovely Swiss city and cruised across Lake Lucerne.

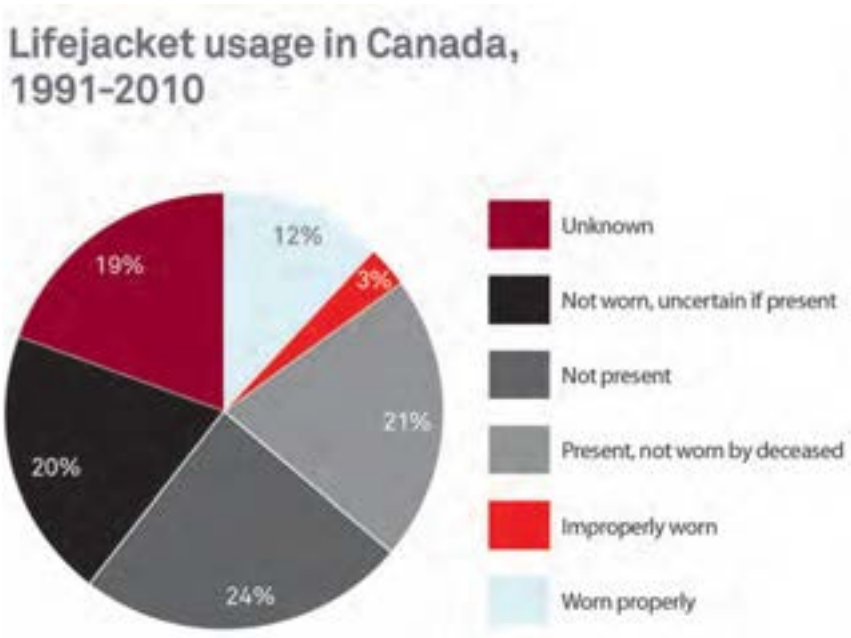
Zurich provided us with the grand finale for our overseas adventure. In the morning, we were taken on an extensive tour of the city. That afternoon we boarded the bus for an excursion to the Rhine Falls, the largest plain waterfall in

Europe. After a short boat ride to see the face of the falls, we re-boarded our bus for a brief tour of Stein am Rhine, a town noted for the preservation of its architectural heritage. We returned to Zurich for the final meal of our European adventure, and thence to our rooms and the necessary last-minute preparations for our flight the next day.

And thus, almost before it seemed to have begun, we were airborne and on our way home with a plethora of wonderful memories.

When all is said and done, the setbacks we encountered at the beginning of our adventure were turned into positive experiences. The staff of AMA Waterways bent over backwards to ensure that our trip would be a memorable one, in the most positive way possible.

One question remained – what had happened to the unlucky group before us who had been stranded at Breisach and could not proceed with their cruise? A quick phone call to our travel agent friend enlightened us. Although their river cruise could not proceed as planned, AMA proved to be more than up to the challenge of overcoming a calamity – the aborted river cruise became a bus tour with first class hotel accommodation, the city tours were conducted as originally planned, and, of course, the superb meals arrived with their abundant supply of potables, just as they would, had they been aboard the ship. Not only that, upon their return home, they received from AMA a 100% reimbursement for the cruise portion of their trip. Our group was also compensated for the "inconvenience" we experienced in Amsterdam. Each of us received a $500 credit to be applied to another river cruise. It's good until December 2016. Our friends, Peter and Marian, have booked their AMA Waterways Danube cruise for next year. David and I are tempted!



Source: Red Cross Canada's Water-Related Fatality Facts at a Glance: Canada 1991-2010. http://www.redcross.ca/what-we-do/swimming-and-water-safety/drowning-research

Lifejacket Usage:

Of the 3,324 boating related fatalities from 1991-2010, lifejackets were not worn in the majority of cases. In only 12% of cases was it verifiable that a lifejacket was properly worn at the time of a drowning incident. In 21% of cases a lifejacket was present but not worn.

Looking beyond the statistics

Joan Eyolfson Cadham, S
Saskatchewan Power and Sail Squadron

The statistics are troubling. More than 16 million people in Canada use Canadian waters for part of their recreation. In 2013, 100 Canadians died on our lakes and rivers. At the beginning of July, the OPP announced that Ontario had seen 11 boating deaths, compared to six by June 25, 2013. Nine of the victims were not wearing life jackets. Alcohol was involved in at least three of the seven incidents. Other deaths were related to cold water hypothermia and lack of safety equipment on board.

Statistics are only part of the story. They don't tell about the "who" behind the numbers.

At the end of June, on an Ontario lake, a ski boat hit a paddle boat containing two elderly occupants. The ski boat was able to rescue a female passenger on the paddle boat and take her to shore. It took two days to find the other occupant. Meanwhile, the female had also died.

In early May, three young people in B.C. borrowed a canoe so they could visit a friend. The trip over was uneventful, as boating should be. However, something happened on the way home, and they all landed in the water. By the time someone spotted the canoe and rescue was attempted, the girl was in the boat but dead. Her two friends were missing. The threesome were 21, 18, and 15. They had borrowed the canoe but had not taken the life jackets.

However, life jackets alone won't save you. Just a few days later, in Quebec, two men who had gone fishing on a recreation lake near Montreal were discovered washed up on a beach. All attempts to save them were fruitless. The two men had been wearing life jackets. However, Lac des Deux Montagnes is a fairly large lake, the winds had come up, and the waves were huge. Quebec police said that survival in the water in those conditions, even with life jackets, is never guaranteed.

In his official statement following the release of the OPP report, chief superintendent Don Bell had this to say: "Don't let anyone put you in an unsafe situation on the water. If you are a passenger, ask for a PFD or life jacket before you head out in the vessel, and wear it. Boating incidents come up very suddenly and afford no time to reach for a PFD, let alone put it on, before tragedy strikes. If the operator does not provide one, do not go out onto the water with them."

Here are a few other thoughts. Is there always someone on board who can take over if the boat owner becomes incapacitated? Is the required safety equipment on board and does everyone – not just the boat owner – know where it is? Did you check the forecast before heading out for a day on the water, in particular checking wind speed and direction? Does your trip planning include knowledge of a safe haven, a beach or a cove or an inlet that will offer at least some protection in case of an unexpected storm? Do you have a marine radio or some hailing device on board?

And do read *Just Ask John* in this issue, and take the message to heart.

Book Reviews

JACK TAR AND THE BABOON WATCH: A Guide to Curious Nautical Knowledge for Landlubbers and Sea Lawyers Alike, Captain Frank Lanier, International Marine/McGraw Hill Educational, 2014 ISBN 978-0-07-182526-9

I like to suggest books that would make good gifts, in particular as the holiday season rolls around. However, Jack Tar is one book that, if I didn't already have a copy, I would not give as a gift. I'd keep it for myself. Many years ago, a friend described me as "a walking encyclopedia of completely useless information," a statement that I took as a compliment. This book feeds that part of me, though the information isn't useless. It's just rather unusual.

Captain Frank Lanier is a marine surveyor and consultant who compiled these entries when serving in the Coast Guard – they were included in the "plan of the day" published aboard the various ships Lanier was stationed on, starting in the 1980s. He must have had the craving, too, because the entire 177 pages of text are crammed with the nautical backgrounds to words and phrases that we all use frequently in ordinary life: a cup of Joe, posh, slush fund, to fudge something. This is a leaf-through book, with treasures on every page.

Someone who understands the sage wisdom in "A non-fiction book is only as good as its index" had the sense to include thirteen pages of index and four of bibliography. The table of contents runs eight pages, even though all the entries are alphabetical. All that cataloguing ensures that you can't lose your pet phrase.

I won't quote the entire book, but a cup of Joe is in honour of Josephus Daniels who, in 1913, eliminated the officers' wine mess, leaving coffee as the strongest drink available. Posh comes from the designation "Port Outward, Starboard Homeward" on the tickets of wealthy passengers around the turn of the 19th century if they were prepared to pay extra for the cooler cabins when crossing the Indian Ocean. Slush fund takes us back to poorly provisioned sailing ships where salt pork was put down in barrels of salt. The slush was the yellow fat that was rendered out of the pork when it was boiled to remove the salt. To fudge something memorializes a certain Captain Fudge, a 17th century sailor whose lies were famous, and who was sometimes known as "Lying Fudge".

Joan Eyolfson Cadham

ALIEN INVADERS: Species that threaten our world, Jane Drake and Ann Love, illustrated by Mark Thurman, Tundra Books, 2008, ISBN 798-0-88776-798-2

The publisher suggests this book for 8 to 12 year old readers. The publisher is wrong. This is also an adult book, or a book that a youngster and an adult can share. It can be a companion piece to the two articles on invasive species in this issue, on pages 53 and 61.

The authors do a good job at defining the exact nature of alien invaders. Alien, yes, it comes from somewhere else. But not all alien species wreak havoc on our waterways, our marshlands, our fields and forests. First, the authors explain that alien species get here because of us – because of humans, either accidentally or deliberately introducing plants or animals to a new habitat. Then, they take the discussion a step further. "Not all introduced species survive. Some become manageable pests, like dandelions. Only a few explode in numbers, damage property, destroy habitat, and threaten extinction." That's the invasive species or an alien invader.

The book is not all scary stuff, although the descriptions of "tiny fragments of leaves and insect poop falling from the trees" (flightless gypsy moth) can make a walk in a hardwood forest sound a little less inviting. The book includes two stories describing the work that volunteers are doing to fight back, and the final two pages are devoted to Lessons Learned, ten simple practical tips that will make a difference, and this advice: "Any team player will tell you that the best defence is a good offense. We have learned from every invasive outbreak – sometimes our solutions failed or made matters worse, but the game isn't over yet. Defeating alien invaders can start with you."

The co-authors are sisters from the Toronto area who share a lifelong interest in the environment and the wild. They have written several other nature-themed books. The artist, also from Toronto, has illustrated other books by Jane Drake and Ann Love.

Joan Eyolfson Cadham

Send your book reviews to Port Hole:

Have you read a book that really captivated you? Probably other members of the boating fraternity would enjoy it, too. Why don't you share book with other Port Hole readers?

Adult fiction or non-fiction, children's, young adult, anything that covers our pet CPS-ECP topics – safety, environment, the joys and woes of pleasure craft, history, how-to, both creating a boat and maintenance, and books that are just nautical fun. "Boat" includes everything from the smallest canoe or kayak to the largest cruiser.

Don't know how to write a review? Check any issue of Port Hole to see how we head the reviews, and the rest is all yours – your personal experience with the book.

Length? As long as it takes. The two in this issue run about 350 words each.

And thank you for sharing your reading choices with your fellow CPS-ECP members.

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

"Up a lazy river by the old mill run" is how the song starts and it sounds idyllic "That lazy, lazy river in the noon day sun" sounds so relaxing. "Linger in the shade of a kind oak tree". Well, there is just one problem.

That lazy river must have gone to the gym.

It seems that there was a bit of rain this summer and it became a raging torrent. Oh yes, that kind oak tree? Well, it's now lumber after the not-so-lazy river swept it away and deposited it in a farmer's field. Farmer Jones isn't too thrilled. He may get a new oak floor out of the deal but he never before owned river front property. Now that the river seems to have changed its course he does.

When I was young I remember watching margarine ads on television. Those ads showed people eating margarine and saying that it was butter. At the end you heard the thunder and saw the flash of lightning and were admonished not to fool with Mother Nature.

When he spoke at the CPS-ECP conference in Edmonton, David Phillips seems to have been right to tell us to expect more extreme weather. This year's Fourth of July celebrations were cancelled through parts of the U.S. east coast because Hurricane Arthur made it too wet and windy. On the west coast however they couldn't set off fireworks because parts of California were so dry that the place was like a tinder box. In prairie Canada the Canada Day celebrations were postponed or cancelled due to winds and flooding.

So best to take heed and respect Mother Nature. George decided that maybe he should do that, and one way to respect the water, he figured, would be to make sure that the PFDs on his boats did what they were supposed to do.

Now, after opening the cottage, he gathers them together, puts on some old clothes and tests them all. If they don't keep him afloat, he replaces them. One of the kids usually helps him test the smaller PFDs.

In the fall George checks them all before putting them away for the winter to make sure that there are no cuts or other damage which would affect their serviceability. If he finds problems then he has the winter to procure replacements.

George discovered something interesting. If you and the family test the PFDs then you know how they work, you all know what to expect of them, and you understand why you need to treat them properly. As a result you gain new respect for a vital piece of safety equipment. With that respect comes confidence in your PFDs and therefore you can enjoy your time on the water more.

Oh yes, George did find one of the old kapok-filled life jackets. It had become hard as a rock but he thought he'd try it anyway. It didn't work. In fact he took it off and put it in the water and George watched as it sank like a rock. After fishing it out of the lake, he consigned it to the dust bin and a trip to the dump.

So here we are at the end of another boating season. It is time to look back over the summer while we get the boat and the cottage ready for winter. As always there are the good times and the not so good times.

Hopefully you are in a part of the country where the weather was reasonably good to you and the geography hasn't been altered too seriously. We have the months of winter to think about next year and make our plans for it.

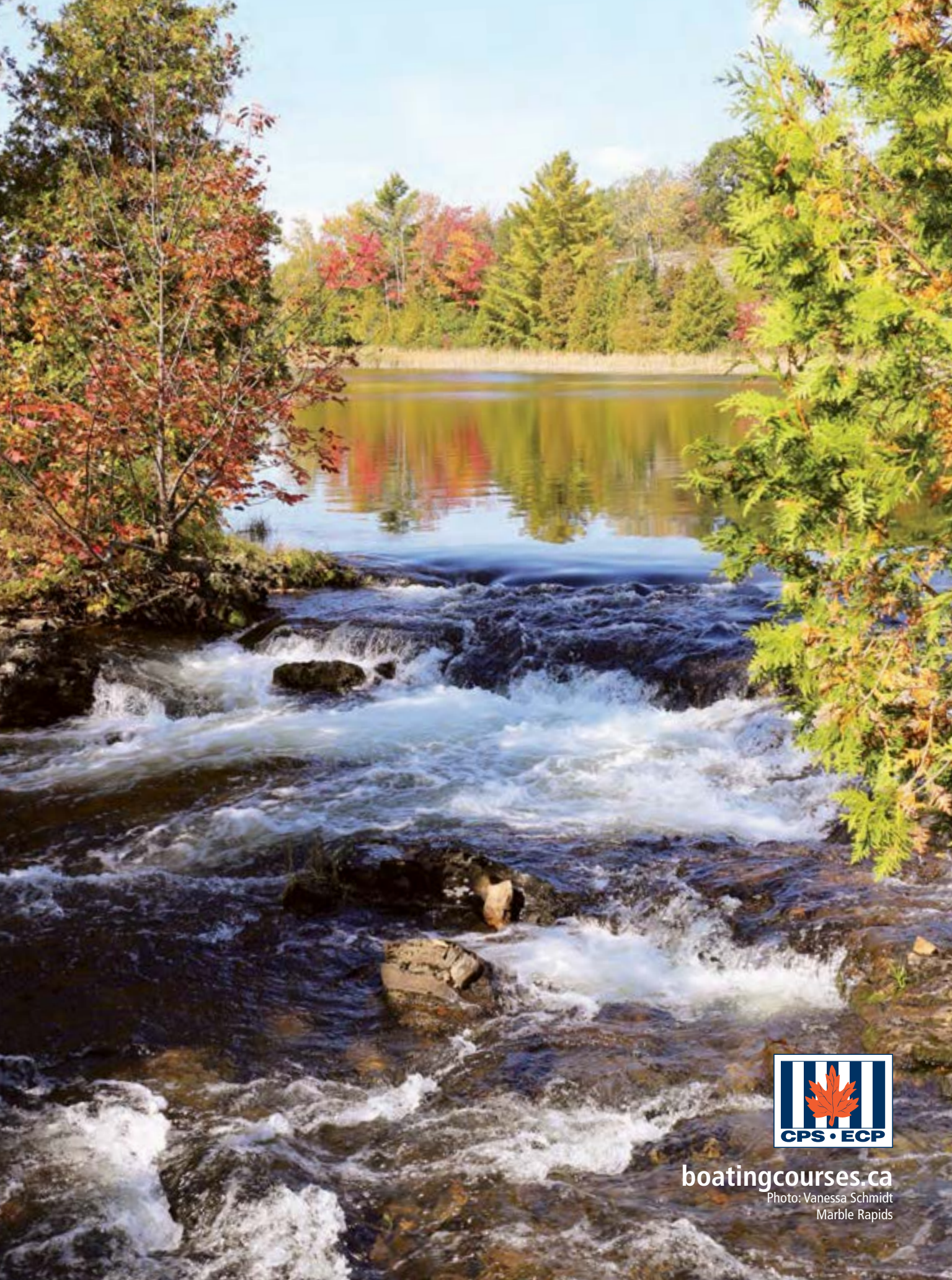


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Photo: Vanessa Schmidt
Marble Rapids

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SPECIFICATIONS

Length Overall	33'11"/10.34 m
Hull Length	32'8"/9.97 m
Hull Beam	11'3"/3.44 m
Light Displacement	11,773 lbs./5,340 kg
Standard Keel Draught	6'5"/1.98 m
Fuel Capacity	34 US gal./130 L
Water Capacity	54 US gal./206 L
Cabins	Two or Three
Motor	21HP CV/15 Kw
Total Standard Sail Area	595 ft.²/55.3 m²
Base Price	$155,000
Website	jeanneau.com

The Jeanneau Sun Odyssey 349 won the 2014 Customer Choice award for the Best Monohull Over 30' at the Miami Boat Show.

By Katherine Stone

I felt like I'd gone back in time to the War of 1812 when I arrived in the lovely village of Sacket's Harbor, NY to review the new Jeanneau 349 with Navy Point Yacht Sales President, Steve McPherson. Unlike that fateful time when the British "sneak attack" on the Americans was bamboozled by the lack of wind, we had a beautiful sunny day with a nice southwest breeze.

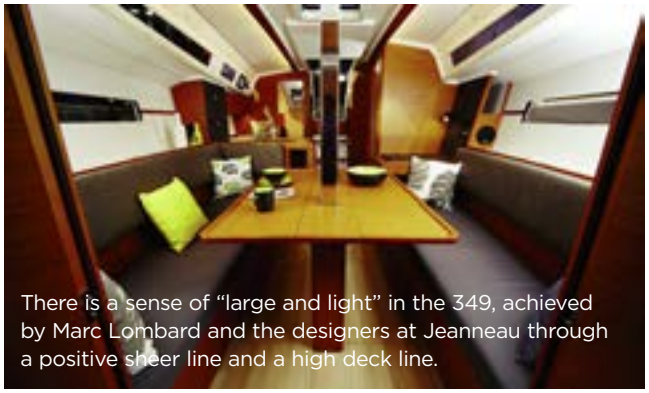
The drop-down nav table stows away to free up space in the salon.

Winning the 2014 Customer Choice award for the Best Monohull over 30' at the Miami Boat Show (determined by the attendees) has certainly helped to set the Jeanneau Sun Odyssey 349 up for success! With over 70 boats already sold and two in production every day, Jeanneau certainly thinks so too. This modern, high performance hull with its large, light interior, easy handling, and attractive price makes it a winner in my books too for this entry-level family cruiser.

Much thought, good planning, and research has gone into this craft giving you a sense of "large and light". Marc Lombard and the designers at Jeanneau were able to do this using positive sheer line allowing for greater standing headroom (6'3") with a high deck line, yet it doesn't look out of proportion; instead, it actually provides the boat with great racy lines.

Going below, the companionway's shallow angle stairs (designed for safety) cover the long-term favourite, Yanmar 20HP diesel engine, which is very accessible, with the water pump (most likely part to be replaced) at the front. All berths are designed to accommodate 6'5" tall family members. The V-berth opens into the main salon with large, double doors which, when opened, make the entire boat appear more like a 40+ footer.

The boat is available in different configurations to suit individuals' wants and needs. With the three-cabin option, there are mirror-image



There is a sense of "large and light" in the 349, achieved by Marc Lombard and the designers at Jeanneau through a positive sheer line and a high deck line.

The slate-effect countertop provides a high-quality finish to the food prep area making it feel like home.

double/queen quarterberths. The two-cabin option has the same berth to starboard but you gain a shower stall to port. The latter option is now available in North America and offers what I think is one of the best forward thinking "heads" on the market.

The shower (with drying rack) is tucked in aft of the head and is separated with hinged plexiglass doors – brilliant – so the entire head doesn't get wet. The aft wall of the shower is a door that opens into a full depth storage/sail locker and single berth. Both aft berths have hatches that open into the cockpit (under the cockpit benches) for easy access, natural light, and ventilation. A smile came to my face as I had visions of my two children enjoying their "fort" with a secret entryway – so cool!

Albeit modest, the galley is adequate, with two-burner stove/oven, sink, top-entry fridge and a microwave; the design allows for plenty of compartmentalized storage. The slate-effect countertop provides a high-quality finish to the food prep area making it feel like home. The double fold-down table seats six large adults very comfortably.

This may be one of the best forward-thinking "heads" on the market; the shower with a drying rack is tucked in aft of the head and separated with hinged plexiglass doors.

Storage behind the bench-style seating is partitioned halfway down so that stored items from the top or bottom are not lost in the abyss. The mast reinforcing post does not interfere with the use of the table, as it is positioned as far forward as possible. The navigation table completes the salon on the port side, allowing the navigator to face aft and speak with guests in the cockpit. Another bright innovation is that the nav table folds up vertically when not in use allowing easy movement around the cabin. LED lighting is found throughout the cabin, which means that only the instruments really draw on the battery power.

The unbelievably large cockpit is another improvement that will sell you on this boat – both for entertaining and comfort cruising. Both main and jib sheets run aft to self-tailing Harken winches at the wheels, allowing the skipper to trim the sails leaving no extra lines on the cockpit floor to trip on or uncomfortable to lean against. The drop-down swim platform that forms the transom of the boat lets the kids get in and out of the water independently and creates more storage space for fenders and dock lines. The production team has also tried to make the boat as maintenance-free as possible by installing synthetic, wood grain toe rails. Another dual fold-down table in the cockpit is perfect for alfresco dining for six. To make this an actual cruising boat in North America, the forward winless comes standard.

The appearance of a truly wide cockpit is accentuated by having no backstay and clean looking decks. To accommodate this, the spreaders are swept back 30 degrees, rather than the standard 12 degrees and the shrouds are moved further outboard. A beautiful innovation born out of the America's Cup boats is that both main and jib sheets run through friction rings that eliminate turning blocks; the double-ended main sheet runs through a bridle system that eliminates a traveler and further cleans up the deck. The 106% roller-furling jib makes life a dream with sails made by Ulmer in France. The optional bowsprit and code zero sail are well worth adding to make downwind sailing more pleasurable.

Probably the two features that I enjoyed the most were the ability to see where I was going without asking crew to move or look for other boats. Being vertically challenged, I often find it difficult to see the water and oncoming traffic without moving from side to side. With a nice 15-knot breeze with gusts up to 20 and some big rollers, the boat was very nicely balanced and easy to drive. To add to that, the twin rudders and wheels made me feel like I was driving a high performance cruising boat; docking was truly easy, responsive, and enjoyable. To me this is a great asset for members of your family who are uncomfortable bringing a larger boat into the dock.

The base price in Canada comes to under $155,000. Steve McPherson, president of Navy Point Marine, has a two-cabin model in the water at Sacket's Harbor, NY in the Thousand Islands ready and waiting for you to "test-drive" and decide for yourself. Somehow I think that you'll agree with the rest of the people at the Miami Boat Show – this boat is a real winner. •

continued from page 49

Running headfirst into the waves at surfer's beach.

Freshly caught barbecued bonito for lunch!

As we headed out to sea, that morning's sunrise will be forever burned in my memory as the most beautiful sunrise I have ever seen…so far!

Shortly after that sunrise, we felt a tug on the fishing line. We had had no luck so far fishing, losing one lure to a massive fish and throwing back a barracuda, which are inedible in the Caribbean. This time felt different; after 10 minutes of reeling we had a 2½-foot bonito in our cockpit. This fish – a close relative of the tuna – is extremely rare in the Caribbean. Lunch was served shortly after; barbecued bonito served with a garden salad...perhaps the world's best lunch on board.

During our trip, someone picked up a book on the history of Eleuthera. During the couple of seconds when I managed to tear myself away from the beautiful scenery, I learned that Eleuthera is a variation on the Latin word for "freedom".

I could not think of a more magical place to be 22-years-young and "eleuthera". •

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French Sailing Vocabulary 101

grande voil – main sail
étai – forestay
écoutes – sheets
pataras – backstay
croisière - cruise
foc – jib
bord – tack
rhum – rum

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SPECIFICATIONS

Length Overall (including swim platform)	39'0"/11.9 m
Beam	12'8"/3.9 m
Weight	20,000 lbs./9,071 kg
Fuel Capacity	230 gal./871 L
Water Capacity	70 gal./265 L
Waste Capacity	40 gal./151 L
Price (as tested)	$641,000 US

The jet black hull emphasizes the handsome lines on the new Cruisers Yachts' 390 Express Coupe, but it hides the amazing expanse of hull side windows.

By John Armstrong

We had the pleasure of being invited to Cruisers Yachts dealer meeting in Sturgeon Bay last July where we were introduced to its new 390 Express Coupe. Even though we were privy to the boat specs prior to the meeting, on seeing this boat in the water in real time, I was awestruck.

We are excited to be among the very first to bring you news about Cruisers Yachts new 390 Express Coupe; it is a boat that exudes innovation, style, comfort, and – as I discovered – delivers outstanding performance.

Having been around boats all my life, I tried to compare the new 390 to any similar model from a competitor, but none came to mind. The Cruisers design team has hit another home run. When you board, you will be amazed at the room and ease of maneuvering – from the swim platform until you are standing on the forepeak.

The 390 has the largest cockpit of any boat in this segment, offering upscale entertaining space and expansive cruising amenities below.

"We knew that in order to fully accommodate the wants and needs of our customers, we had to think beyond the traditional express segment," said Mark Pedersen, president of KCS International Inc. "Ultimately, our goal was to achieve the best above deck day boating accommodations under forty feet while still providing spacious living quarters below. To do so, we created a new segment and set a new industry standard. We are proud of the superior craftsmanship that went into designing and executing this vessel."

Across the transom are comfortable, aft-facing seats with storage inside for the shore power cords and a utility compartment for fenders and lines. You board from the integrated, full-beam swim platform through a centre-transom gate that changes to a portside entrance when the port L-shaped settee is slid across to starboard. The seats then form one huge wraparound seating area giving comfortable dining space for six or a huge living room. It's all about entertaining and comfort on the water!

The test boat had the optional

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

The enormous entertaining space that the Cruisers Yachts 390 Express Coupe offers is like nothing else in its class.

power-activated, fold-down backrests for tanning. Owners may also opt for the sun lounge package, which includes a cockpit table and filler cushions making this a class-leading sun lounge. Adding it up, this cockpit and helm area offers 157 square feet of practical and sumptuous one-level entertaining space. The boat feels far larger than you'd expect in 39 feet.

Emphasizing the amazing accommodations, the Cruisers Yachts 390 Express Coupe can be ordered with the largest sunroof in its class, featuring a total opening area of 42 square feet. It's electrically operated but for those who prefer a fixed roof, a full hardtop version is also available.

The high-tech helm features a doublewide seat with flip-up bolsters; opposite that, the centreline-facing companion seat includes an aft-facing lounge. This is all about living well, so Cruisers has added a wet bar with a molded-in sink, lots of storage, a trash bin and an optional icemaker, refrigerator, and electric grill just behind the helm seat and handy to everyone.

The 390 Express has a great looking helm boasting the Mercury Vessel View system that displays a wide range of engine data, information that can be moved onto the Raymarine screen in whatever configuration you find most helpful when navigating. The 390 also has Merc's Axius system delivering joystick docking, a station-keeping function called 'Skyhook' and integration with the GPS and navigation systems. It's all cutting edge but very user-friendly.

So is the driving position. You get great visibility because the 390 has a frameless windshield and narrow support structures helping to offer great sightlines and clear visibility all around. In the sunroof version, you get zip-in stern curtains (mainly window) that are for weather protection. Across the companionway, Cruisers has used a conventional and very functional sliding hatch

A brilliant sliding and folding seat arrangement makes the most of what is already a fabulous cockpit entertaining area; normal position with centre walkway and gate showing rear facing stern seats with storage underneath. Then, seats slid together for dining with portside walk-through and finally, with the electric sun lounge seats folded flat.

PERFORMANCE

Twin MerCruiser 8.2L Mag H.O. ECT engines, 8.2 litre displacement, 430 HP each, V8 engines with multi-point Fuel Injection running Bravo Three drives and with Axius system.

RPM	Speed (MPH)
650	4.2
1,000	6.2
1,500	8.5
2,000	10.0
3,000	14.0
3,800	31.0
5,000	43.1

door that opens up a large area for easy entry; it also has a sliding screen area so you can keep the bugs out at night. (You don't need to run the A/C, but it's there if you need it.)

Continuing on the topsides, access to the foredeck is by 10"-wide sidewalks with two self-draining steps. The bow carries another sunbathing area with optional foredeck sunpads and flip-up backrests.

At the forepeak is a fixed skylight that supplies natural light into both the galley/salon and head compartments.

Transitioning to the lower deck, one encounters luxury personified. There is a full-beam master stateroom midship with a queen-size berth and a settee portside beside the cedar-lined hanging locker. The head features a separate shower stall, a large vanity with a bowl sink and plenty of storage above and below.

The main cabin includes the fully equipped galley with a two-burner cooktop, microwave, refrigerator/freezer and plenty of storage in the drawers and cabinets.

Recognizing the Cruisers Yachts new 390 Express Coupe was created to address new attitudes toward entertaining onboard, there is a full-beam dinette forward where other boats would have a vee berth, giving you a cozy dining option when the weather

The cockpit refreshment area can be equipped with an optional electric grill for easy alfresco dining.

dictates; it still converts into a second stateroom with privacy if you have overnight guests.

One of the delightful features is the natural light entering below from both the skylights above and the sweep of post-glazed hull windows that wrap around from the bow to the master stateroom.

Our test boat was equipped with every conceivable option that new owners would want: flat screen televisions, cockpit A/C, generator, cockpit grill and refrigerator, hardtop with full enclosure, central vac, and much more.

Even with all that equipment, our 390 Express Coupe delivered strong performance, rigged with twin MerCruiser, 8.2L bigblocks running Bravo Three drives (along with the Axius joystick docking and premium electronics package). Acceleration was strong and even a full load of friends and family won't slow this boat down. Cruising at 3,800 rpm the 390 was doing a brisk 31 mph and these smooth-running engines spun right up to 5,000 doing a sport boat 43.1 mph top speed.

This big boat was easy to drive feeling sure-footed at all times, turning flat, steering with precision and riding smoothly, even over some big boat wakes as we flew across the water.

After a turn at the well-equipped helm and a fast run, John Armstrong can't stop smiling!

That turn of speed is just what you want to make the most of your day on the water and this is a boat designed to maximize your entertaining enjoyment! •

Check out our video walk through with Cruisers Yachts' Jon Viestenz at https://www.youtube.com/watch?v=veh8bgf3KvE or go to www.cruisersyachts.com

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NORTH SAILS

Western Exposure

By Greg Nicoll

Saturna Island Family Estate Winery owners Larry and Robin Page with Galley Guys Frank Leffelaar and Greg Nicoll.

It is never the 'same old, same old' if you keep moving, laughing and making friends. And over the years, the Galley Guys have made many friends, laughed way too much and probably drank a little too much wine. One of our great friends, Frank Leffelaar, is a Dutch expat who has made the study and enjoyment of the foods and wines of British Columbia his mission in life. Frank is an avid sailor and has taken part in many Galley Guy adventures. On this year's sailing trip, with Frank as cruise director, we seemed to spend a little bit more time on food and wine than hard-core cruising. I'm not really sure what 'hardcore cruising' is, but I have heard that some cruisers use that freeze-dried stuff. Not on this trip…only great menus with perfectly paired wines.

Frank is a digital marketing strategist at his company, Crush Marketing. He is passionate about wine and is a self-proclaimed 'foodie'. As we cruise through the spectacular Gulf Islands, I learn he is also a coffee aficionado or as I would say – borrowing from the wine term – a 'coffoisseur'.

One stop on our sojourn was Saturna Island. Why this island, you ask? Frank had set up a 'meeting', which is a very formal expression for what our host Larry Page refers to as a 'noggin'. Larry and wife Robyn are the proprietors of the 60-acre Saturna Island Family Estate Winery that they purchased in 1994 as a possible retirement home. When some of their friends saw the newly acquired, stunning south-facing property zoned agricultural, they all became very instrumental in it become a vineyard. Over the next four years, 48 acres were prepared and planted with Gewürztraminer, Pinot Gris, Pinot Noir, Chardonnay, and Pinot Meunier. They built a tasting room, bistro gift shop and a temporary winery. In 2002, Saturna Island Family Estate Winery made the big move and constructed a new building that became the permanent winery, now making it possible to make the first vintage of estate wines.

Saturna Island 2011 Reisling, Galley Guy Frank`s personal favourite.

Saturna Island is a short sail from the Sidney marina. The winery dock at Saturna Beach is easy to reach and large enough to tie up the 40-foot catamaran called Amritha. There are also mooring balls and anchoring just off the beach for cruisers making their way up the coast. After a short uphill walk, we rounded the path to a spectacular vista with gently sloped hills filled with row upon row of vines reaching down to the water's edge. In the background stands Mount Warburton Pike named after one of the first inhabitants of the island, a wonderful focal point of the island's girth.

After our ten-minute walk to the winery, we were ready to explore what this off-the-beaten-track winery had to offer. We were treated to a generous selection of wines – all from the 2011 vintage. The winery's terroir is unique and cooler than most of the Okanagan, which results in lower-alcohol wines and that's a good thing, especially in the summer. We tasted the Pinot Gris, Chardonnay, Riesling, Riesling Wild Ferment and Pinot Noir Rose, as well as the

Our ship Amritha, a Lagoon 400 tied up at the dock at Thomson Park, a short walk to Saturna Winery.

Recipe for Planked Spring Salmon

1) Soak a food-grade cedar plank in water for 3-5 hours making sure that it has been soaked throughout.

2) Prepare the crust coating by mixing together the following ingredients:

¼ cup chopped shallots

½ cup fresh chopped dill

2 chopped garlic cloves

1 finely chopped green onion

1½ tbsp. of cracked black pepper

1 tbsp. olive oil

Juice of one large lemon

3) Preheat grill on high

4) Cut salmon into dinner portions to make sure they cook more evenly. (Spring salmon fillets are very thick).

5) Sprinkle 2 tsp. of BBQ seasoning over the salmon

6) Generously coat the flesh side of the salmon

7) As the grill is almost ready, rub the cedar plank with course sea salt, place onto the grill and close the lid. When you hear the plank crack and start to smoke (after a few minutes), carefully place the fillets nicely spaced on the plank, crust side up. Always keep an eye on the plank to make sure that it doesn't catch fire. (It always wise to be prepared with a spritzer bottle, just in case of a flare-up.)

Grills vary in temperature and the salmon fillets differ in size. Try not to overcook the fish. 1 1/2"-2" fillets should be done in about 15 minutes.

Aritsan beets from the Saturna Winery menu that features locally grown delicacies.

Vinsera Port style wine. All wines were very reasonably priced around $16.

The Riesling stood out for me as it clearly benefited from the bottle age. It has a beautiful golden hue, notes of apple and honey, and paired well with all the dishes we were served. You don't find wines like this very often, so we picked up a few bottles to take home.

The selection of wines on Saturna Island are characterized by being on the lighter side and pair very nicely with seafood; if you are like some of us from central Canada, being able to eat the fresh fish from the Pacific Northwest was an every meal indulgence on this trip.

The wines of Saturna are blessed with the extra-long growing season of the Gulf Islands. Homan Haftbaradaran, the winemaker who honed his academic skills in hospitality, viticulture and oenology in the UK and Germany takes great pride in nurturing cool-climate winemaking on the island. Homan works with his team to deliver traditional wines but in the context of the modern terroir-driven wines. His great smile shows the mark of a person who loves his job!

After sampling many of the winery's offerings, we six merry sailors found a perfect table and were joined by owners, Larry and Robyn to learn more about the history of the winery and the events that led them to build and grow the largest vineyard in the Gulf Islands. We could have just as easily been in some far away destination, sitting on a sun-drenched terrace sipping wine for the afternoon, watching sailboats as they meandered up and

View from the terrace of Saturna Winery watching a sailboat slowly moving down the Plumper Sound with South Pender Island in the background.

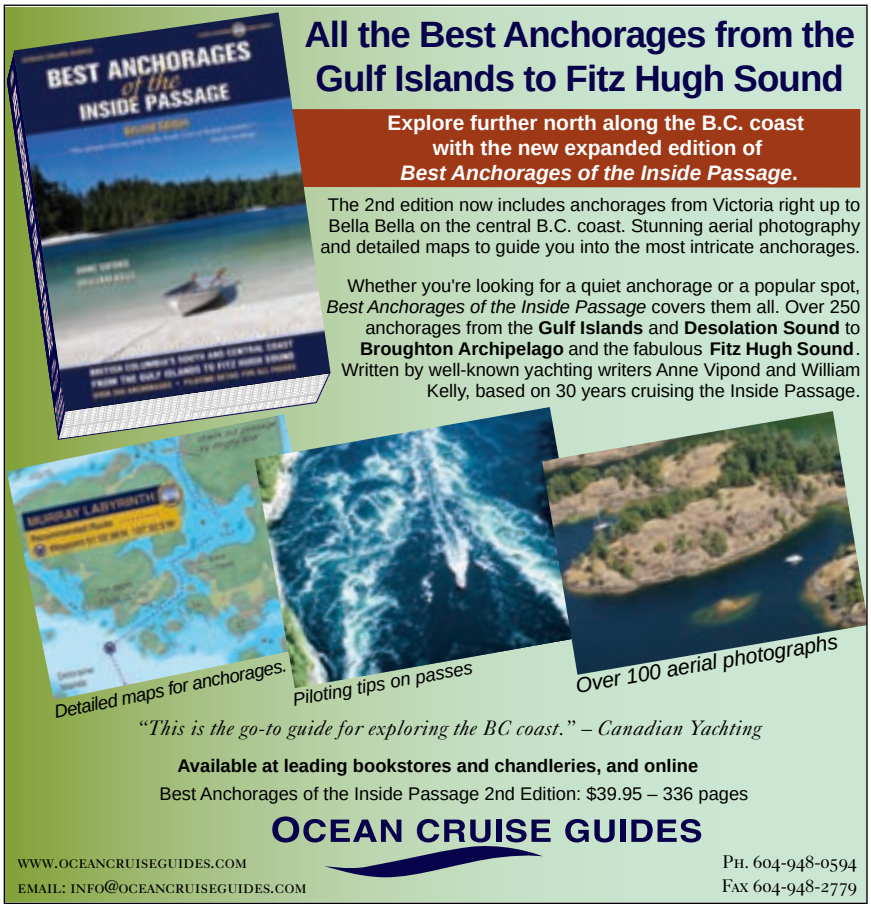
down the channel in a beautiful sustaining breeze, dining from a small but delightful menu that features many of the local delicacies: Dungeness crab, Cowichan Valley duck and, of course, the catch of the day.

The Saturna Island winery is a great destination and getting your wines straight from the source in a gorgeous setting is a lot more rewarding than having to drive to the nearest store.

Leaving Galley Guy Frank and the lovely memories of Saturna behind, we then met up with Skipper Lorne. Once while salmon fishing on the Fraser River, I was told by our guide that if you hear someone yell 'Spring', it is customary for you to pull in your line and give the angler room. Spring salmon – also referred to as Tyee, Chinook or King – are a prized and much sought after catch for many anglers, but unfortunately no one in our party landed a 'Spring' that day. However, on this trip, my newest Galley Guy friend, Lorne Chapman – who happens to be a really old sailing friend who migrated to the west coast many years ago – invited us for a great day of sailing on his Dragon sailboat. Afterwards, we headed back up to Howe Sound for the feast of feasts: Lorne's planked Spring salmon. The Spring is the largest and scarcest of the salmon species and because of the high omega-3 oils they are coveted and considered to be the richest salmon in the world. Now I was finally going to find if they are also the tastiest. Check out how Lorne and Mary Lou, his very right hand, prepared and cooked our dinner. (See recipe on page 87.)

When the fillets were deemed ready by the pros, we removed them one by one and just before serving, we squeezed some extra fresh lemon juice over them. We chose basmati rice with fresh grilled summer vegetables to round out our feast.

It was so much fun watching the preparation of the salmon and carefully choosing the wines to pair with this great meal that I sadly forgot to take pictures. The fish was rich in colour and the green toppings of shallots, dill and onions made for a stunning presentation. Stop and think of a picture of a perfectly prepared Spring salmon; you'll just have to imagine the contented smile that this Galley Guy wore as we pushed our seats back after dinner to look out over a beautiful sunset on Howe Sound. •



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By Norm F. Myshok

Sugarloaf Marina

Port Colborne's Treasure for Boaters

The contemporary buildings and modern facilities add to the enjoyment at Sugarloaf Marina.

After being without a boat for almost a decade, I decided it was time to own one again. My wife and I recently moved from the city to a slower, less-congested lifestyle on Niagara's south coast. We were quite taken by the quiet streets, the sound of the breeze blowing through the trees and the beautiful beaches.

Before we bought our boat, we wanted to research our options for slipping and storing in the area. We spent some time at several different marinas in order to get a feel for the dock life. We were looking for a place that could store our boat on site, offered fuel and pumpout services and was still located near to everyday conveniences.

Our choice became clear very quickly. Sugarloaf Marina in Port Colborne is truly one of the nicest marinas I have ever visited and is apparently one of Ontario's five largest marinas. Hosting over 700 slips with covered picnic areas and electric BBQs right on the docks, it also offers two fish-cleaning stations, WIFI, swipe card security dock and washroom access, and onsite laundry facilities. (Even the wakeboard zipline run by Boarder Pass Niagara had us hooked!) The HH Knoll Lakeview Park, located next door, offers a modern playground and splash pad for the kids. It also has an outdoor stage for open-air concerts and events. Roselawn Centre is just a short walk away and home to world-class theatre. We can walk downtown in minutes for groceries, great restaurants and quaint boutiques.

Port Colborne is also steeped in marine heritage and is home to the world-famous Marine Heritage Canal Days Festival. This draws 300,000+ visitors during the four-day Civic weekend event. (portcolborne.ca/page/canal_days).

Sugarloaf Marina is centrally located so we can cruise across Lake Erie in an afternoon, dock in Dunkirk (USA) to enjoy dinner, and/or go further afield to Pennsylvania and Ohio, both within a short two-day sail. Or we can stay north of the border and explore Port Dover, Pelee Island and Erieau. Being situated at the mouth of the Welland Canal allows us to take the eight locks down to Lake Ontario opening up even more cruising destinations.

When the season ends, Sugarloaf provides its boaters the largest travel lift (30-tonne) at the eastern (Canadian) end of Lake Erie. They also operate a 15-ton hydraulic trailer and telehandler for moving equipment, cradles and stepping masts.

Sugarloaf Marina uses a workplace passport system so only licensed, certified and insured companies can apply to work on boats, either on the docks or in the storage yard. Avid DIYers can work on their own boats as long as they follow all environmental policies and procedures. Because "there is nothing - absolutely nothing - half so much worth doing as simply messing about in boats".

I can't say enough about the staff, students, and fellow boaters at Sugarloaf Marina. Everyone is friendly and the facilities are very well kept; the location and amenities certainly speak for themselves. I am proud to have chosen it as my home-based marina. •

portcolborne.ca/page/marina

Sugarloaf Marina is one of Ontario's five largest with over 700 slips and features like covered picnic areas, electric BBQ's, fish cleaning stations, Wifi, swipe card security and more.

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San Juan Islands

The view across the gardens of the Hotel de Haro takes in the pier and boardwalk where there are cafes, stores and other amenities.

By Amanda Spottiswoode

Just across the border from Canada's Gulf Islands – and there's a story behind that – San Juan is an engaging destination rich in history, culture and opportunities to explore shoreside.

Our first cruise to the San Juan Islands was in 2005, our seventh year of cruising on our wooden sailboat, South Islander. We had heard about how lovely the San Juans were, and even though we have many beautiful anchorages in Canada, we felt it was time to do some exploring south of the border. After all, the San Juans are really just an extension of our own southern Gulf Islands; it's the international boundary that runs right smack through the middle that makes the San Juans a separate destination.

However, it's that boundary that caused us to hesitate for so many years. Having crossed through mainland borders and been subjected to much scrutiny, we were reluctant to try crossing with our boat, which has a slightly "hippy" look to it and no doubt ranks lower in terms of respect than the gleaming mega-yachts that can be seen plying the local waters during the busy summer boating season.

However, we decided to give it a go and embarked on our long-awaited San Juan Islands cruise. After a short crossing from Sidney and with some trepidation, we landed in Roche. The customs officer couldn't have been nicer and greeted us with a potted history of why the San Juan Islands were American, not British. When he noticed my English accent, he even apologized for taking the islands away from us!

Roche Harbor is a very quaint village with many historic buildings. The remains of the old limekilns, which are the reason the settlement was established back in the 19th century, can be seen on the road at the top of the dock where a spectacular old hotel, the Hotel de Haro, sits. The informational signs dotted around the harbour give visitors detailed historical facts. The marina facilities are excellent with a good general store and various eateries. It has a very

English Camp is a lovely park that dates from the famous San Juan Island "Pig War." The park and blockhouse are located on Garrison Bay.

pleasant resort feel to it and makes an excellent entry point into the US, less busy than the main custom's office at Friday Harbor.

Once your boat is secured and your canine companions have decided it's their turn to be entertained and walked, follow the path to what is a strange mausoleum in the woods. On the way, you pass a sculpture park and the airfield (very interesting to my husband who is currently building an airplane in our garage); once you've found the trail, you'll reach the monument where John S. McMillin, who founded the Roche Harbor Lime and Cement Company, is buried along with his family. Its very peculiar structure – apparently based on the Masonic principles – looks like some odd Greek temple dropped incongruously onto a Pacific Northwest island.

At the suggestion of our friendly customs officer, we headed over to the English Camp at Garrison Bay to anchor for the night. English Camp was established in 1859 when the so-called Pig War erupted. The Americans and the British (in the guise of the Hudson's Bay Company, which represented Britain's interests at the time) had both claimed the San Juans as part of their territory, but an uneasy peace prevailed until an American settler killed a pig belonging to a Hudson's Bay settler. Then, to coin a phrase, all hell broke loose and the ensuing dispute lasted 12 years.

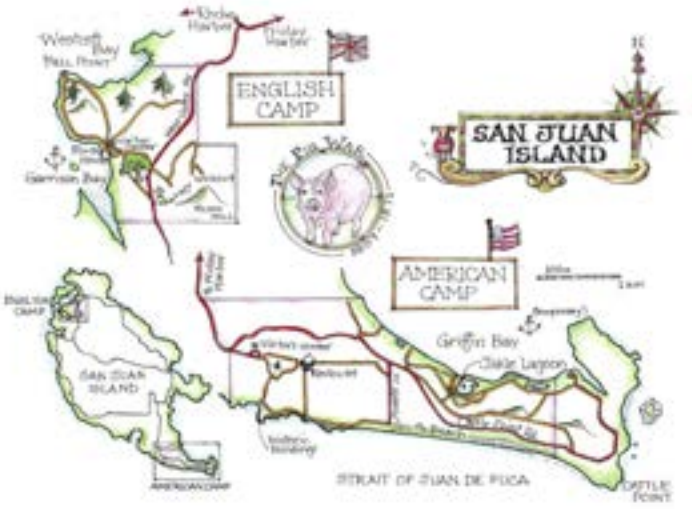
During that time, 461 Americans, hugely outnumbered by 2,140 British and five British warships, were stationed on the island. Each side established a camp, but the English side located their camp in a delightful spot on Garrison Bay whereas the American Camp was supposedly built in a bug-infested swamp. However, the Americans had the last laugh: Kaiser Wilhelm of Germany was appointed to settle the dispute and he gave the islands to the Americans.

After a night spent in the excellent anchorage of Garrison Bay, we cruised over to Friday Harbor, the mecca of the San Juan Islands. Friday Harbor is actually a small town, with historic buildings lining the streets, a vibrant waterfront with green space, art galleries, bookstores, cafes and a well-run municipal

Roche Harbor Resort is a favourite destination for visitors to San Juan Island. Its restaurant is a pleasant spot to pass a summer evening, watching the activity in the harbour while enjoying a delicious meal.

marina. Even if you usually choose to visit remote and secluded anchorages, it would be hard not to enjoy Friday Harbor's amenities, along with a chance to fuel up and provision. We explored the town, shopped at the well-stocked grocery store, rented a video and spent the evening snugged up to the dock with a good bottle of wine.

We ended our first San Juan cruise by crossing back into Canada and checking in at Bedwell Harbour on Pender Island. No one at Canada Customs seemed much interested in our arrival; it was all done quickly over the phone. Our trepidation at the prospect of crossing into and



back from the US was unfounded, and the whole process was easy and hassle-free.

In 2009, we again bearded the lion in his den, as in the customs officer at the dock, and again were greeted courteously. We spent a couple of hours in Roche Harbor sweltering under a brilliant blue sky (with the temperature hovering in the 30s) before pushing off and heading for a close-by anchorage at Turn Island State Park. If you've had enough of those lovely pubs and quaint cafes, it offers a quieter spot to spend the night, and a good

John McMillin's Mausoleum is a surprising and peaceful feature that can be reached by a pretty trail from Roche Harbor.

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South Islander at anchor.

From our perch at the end of the dock at the Port of Friday Harbor it's quite a hike to the top of the ramp. This is a huge marina!

place to give the dogs some shore leave. Watch out, however, for the currents that swirl through the channel that separates Turn Island from San Juan Island.

The weather on that cruise was blisteringly hot and one of the ways we beat the heat was to anchor in some pleasant nook and take the dinghy to shore to explore. Travelling at 15 knots gave us a chance to cool off. The dogs perched on the bow, ears flying in the wind. The dinghy was "their" boat and it was a great relief after sweltering on the hot teak deck of South Islander.

When we revisited San Juan Island in 2011, we were able to explore the American Camp. It was a little tricky finding the right access from shore, but we finally found temporary anchorage in Griffin Bay, paddled ashore and found an excellent walk around a lagoon and up a gravel road to the historic site. When we had visited the English Camp a few years earlier, we had been told that the English had established a far superior camp to the Americans. Granted, the location is not as pretty as the English Camp, but we could find no evidence of that "bug-infested swamp". The site is on the top of a hill with stunning views; I imagine it was pretty bleak in winter.

Today, it is another very well kept park, with many of the original buildings still in place along with an excellent visitor centre. The displays cover local flora and fauna, the history of the island before the arrival of white settlers, and lots about the Pig War.

San Juan Island is an excellent place to start a cruise around the San Juans. Even if you don't make it to any other island, Friday Harbor and Roche Harbor have enough to entertain you for several days. Culture, great food and wine, history, good dog walks and friendly people make this a wonderful cruising destination. •

The author was taught to sail by the Royal Navy on the River Thames and has been a keen sailor ever since. She is co-owner of South Islander, a 34' wooden sloop, and has cruised the BC coast with her husband and dogs since 1998. In 2013 she published South Islander – Memoirs of a Cruising Dog, an illustrated book about their adventures. Visit southislander.ca to purchase a copy of the book.

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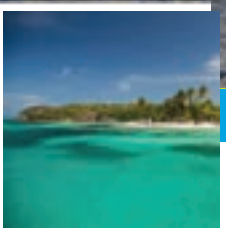

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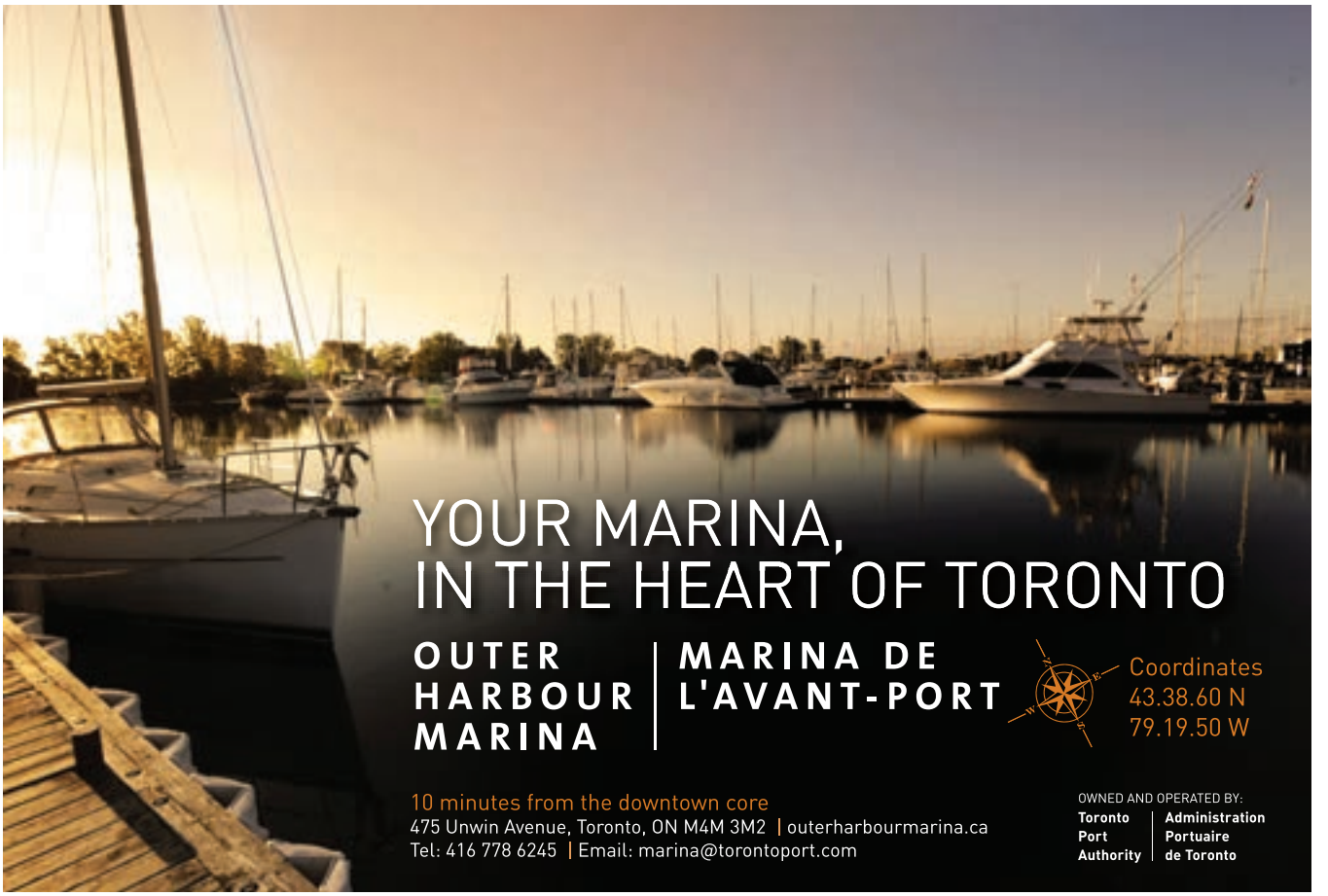

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36	Silverton 362 Convertible	1997	85,000	27	Doral 270 SC	2000	29,500
36	Marine Trader 36 Aft Cabin	1990	74,900	26	Windy 26	1989	29,500
36	Regency 36 Aft Cabin	1989	49,500				
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34	Mainship 34 AC MY	1998	74,900	35	C & C 35 Mark II	1974	28,000
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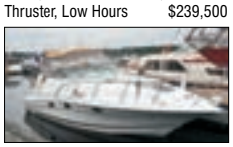

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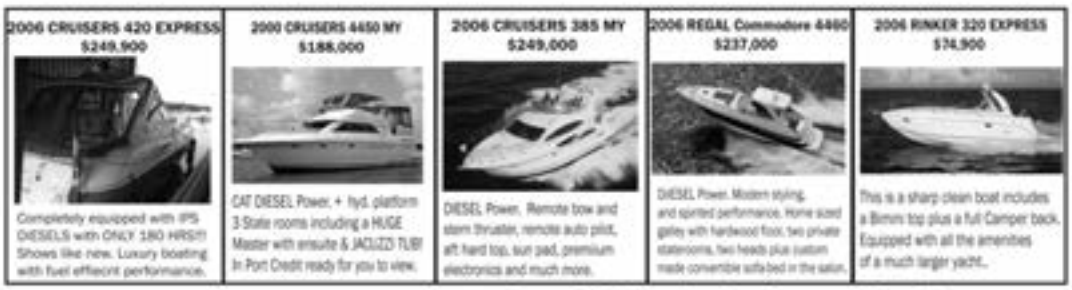

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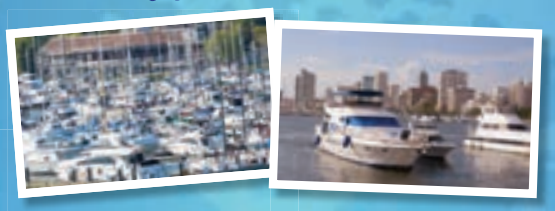

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LISTING NUMBER: 14T-02 **LOCATION:** Kenosha **ENGINE(S):** Westerbeke
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Beneteau 46
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LISTING NUMBER: A03 **LOCATION:** Toronto **ENGINE(S):** 76 HP Yanmar Diesel
4-cylinder. This is a great boat! Extras Include furling roller mainsail with vertical battens, Raymarine Nav. instruments, CD changer, Satellite Stereo receiver XM, refrigerator/freezer, shore power, folding prop....plus more!

Beneteau 43
2011
$234,900 CAD

LISTING NUMBER: A13 BM **LOCATION:** PCHM **ENGINE(S):** 54 HP Yanmar Diesel
This is a great boat! Extras include GPS wide screen with Platinum chip, microwave, 2-burner propane stove and oven, stereo with 4 speakers, anchor, windlass, 140 genoa, and much more!

CS33
1983
$32,500 CAD

LISTING NUMBER: A14 BM **LOCATION:** 50 Point **ENGINE(S):** 20 HP Bukh
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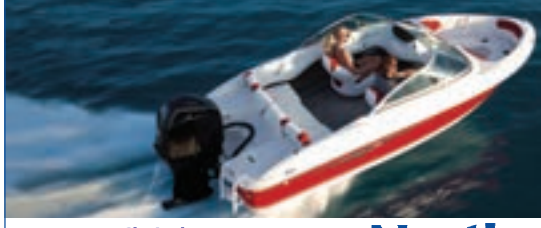

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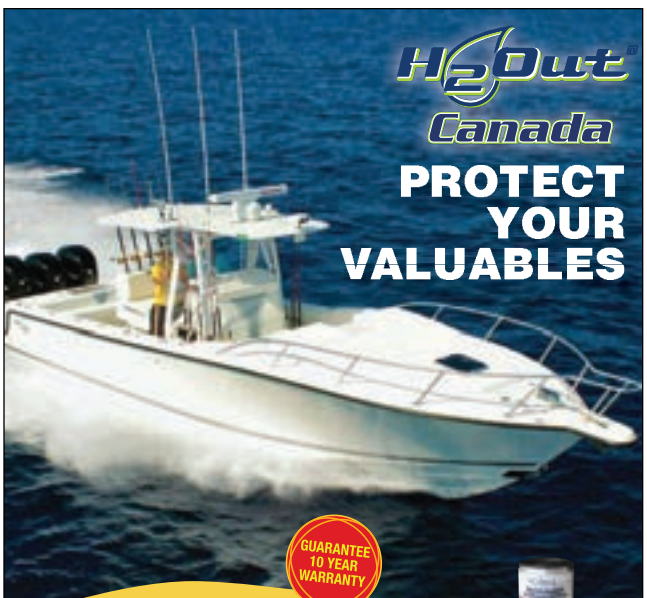

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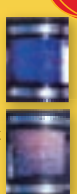

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Does This Boat Make **My Butt Look Fat**?

By John Morris

All my boats have been racing boats. Now I own a 'so-called' cruiser. Bam – total change in lifestyle.

Suddenly I am more gracious, walk with a modicum of grace and poise and I'm patient with other peoples' dogs. Just the other day when I was frenching green beans in the club kitchen, a long-time friend came up to me and said…well, never mind what he said, the point is that apparently I have changed.

The last time I cruised was about three decades ago; I participated in a fleet lake crossing in the name of building camaraderie. Imprudent racers take their ill-equipped boats to Olcott, New York, a particularly misguided choice at the time, since Olcott was sorely in need of a makeover, which it has since enjoyed. Once it had been a fine upstate resort town; in 1985, it was a mosquito-packed, shallow harbour with a funky old-school roller rink as its prime and only visitor feature.

Now we have continued on the course of evolution to a proper boat with comfortable accommodation and a huge cockpit usually filled with guests. But now, the term 'cruising' seems incomplete. The cruiser lifestyle incorporates many aspects of a full life that have nothing to do with actually going anywhere. Here's what the Shorter Oxford says: "Sail to and fro making for no particular place or calling at a series of places." So far, as cruisers, we have done none of that but we have done the following extensively:

Eating. When you say cruising, I say food. Guests come with hummus; we serve Oka and crackers. Breakfast aboard – eggs and onions with Kiva bagels. Lunch, leftover sausage and pecorino Pasta, fresh salmon with apricots…then it's time for pretzels and dip.

Drinking. Cocktails with guests, root beer and even cold water are constantly flowing. The only sour note of the summer was a surprising shortage of Campari at the liquor store apparently due to a run on the Italian bitter precipitated by the Word Cup just when I was learning to love the Negroni. Somehow we coped.

2-footing. Everyone's favourite boat is the next one, or the one they saw at the boat show last January. There's a lot of discussion of boat attributes that usually include, 'yeah but the Dufour 43 has a much larger forward cabin and two heads with showers'. Allowed to continue, the conversation leads to yachts in Monte Carlo with helicopter pads, liveried staff and davits for the Maserati.

Hanging out. A cockpit full of friends seems like the ideal formula for getting nothing done. Gossip, entertaining, joshing and idle chitchat appear to trump doing much of anything especially boat cleaning 100% of the time.

Making memories. If you're the marketing manager of any holiday destination, "making memories" is at the top of your vocabulary. But instead of providing you with synthesized great moments involving motorized sharks or a live cartoon character, everything to do with boating, no matter how insignificant, effortlessly provides album-worthy happenings. I vaguely cherish the Olcott experience although I can't really remember any details lo these decades later. I do have this very lovely Roller Rink t-shirt that I found in a bottom drawer, however, but in the interest of preserving confidentiality about what all this cruising is doing to my girth, I won't try it on.

So it's now clear enough. Not to detract from world cruisers and other 'real' cruisers, having a boat and going somewhere, while great, is but a minor part of what we Canadians refer to as cruising. •

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