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Yachting

FEBRUARY 2009

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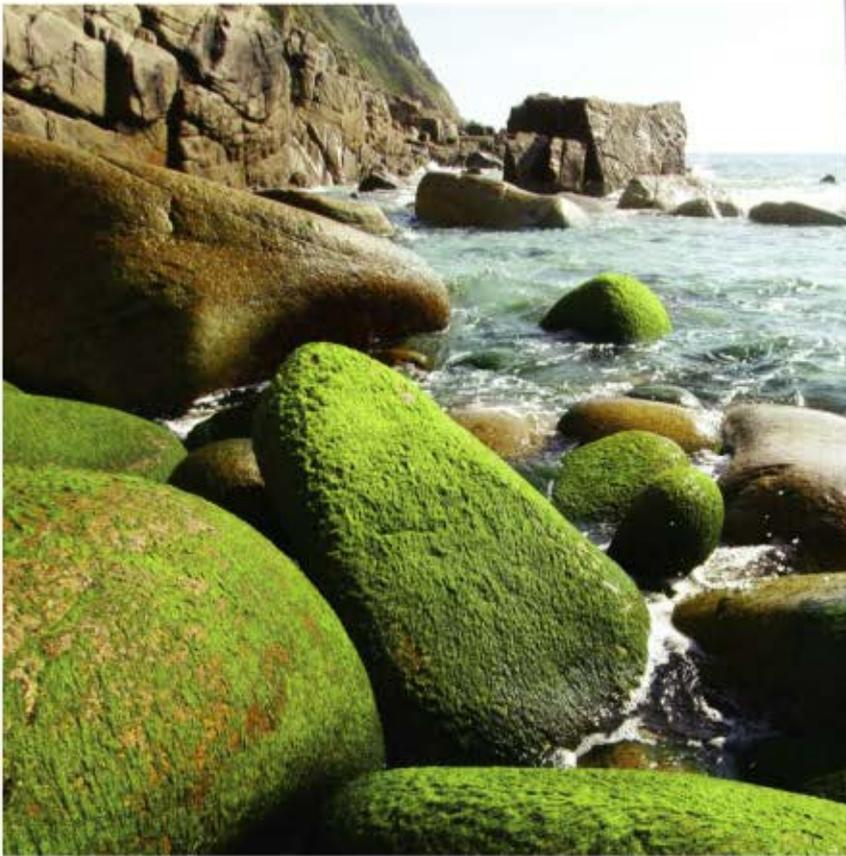
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 FEBRUARY 2009

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Win Your Side of the (Race) Course

THERE ARE SO many lessons in life that are so obvious and so recurrent. How can they be so quickly and easily forgotten? At a recent family dinner, the conversations were many, but the recurring themes hinged on the current economy and the worrisome pressure that is affecting much of the world. As I listened from my lofty role as Dad, I wanted to respond with something inspirational, motivational and most importantly, relevant to my audience.

For those of us who have spent a great deal of time on boats, we have heard hundreds of great expressions of wisdom – that have been nurtured over the years by our sage predecessors – waiting to be unleashed again to help right a wrong, to inspire the beaten, to make somebody laugh, to present a reality check, and most importantly, to make us all take a step back and count our blessings.

Recently, I had the opportunity to meet and interview Skipper Ken Read; Ken is currently racing around the world on the PUMA Volvo Ocean Racing boat *il mostro*. (How amazing it is that we can sit at home and follow these racers in real time and vicariously be there with them.) Daily, I received Kenny's updates. Recently, a phrase in one of his entries really resonated with me.

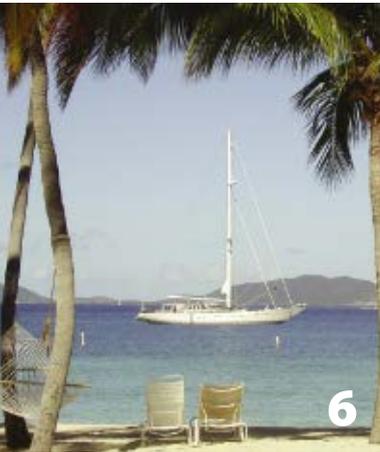
The one line that stuck with me came in his dispatch from PUMA LEG TWO DAY 17 QFB: received 01.12.08 1143 GMT after having fought back from *il mostro* suffering a major structural breakdown earlier in the leg, anguished through days of the doldrums, broiled in the heat of the Indian Ocean and after the 4,450 mile leg from Cape Town to Cochin, India, *il mostro* was overtaken by two boats right at the finish line coming in from a different angle. Ken recalled advice from his collegiate sailing coach Ship Whyte who always used to say, "Win your side of the race course."

There is so much going on in the world today that is outside of our control; we (tend to) waste so much energy and time fretting over these "uncontrollables". So I pushed my chair back from the dinner table and I said to my family, "When you get up tomorrow, win your side of the race". As sailors, they all understood what that meant!

I think I will drop in to my local nautical bookstore tomorrow, pick up a few books and add a few new nautical gems to my repertoire. I invite you to do the same.

I also encourage you to get out to your local boat show. For us, watching the smiles on boater's faces lined up for a boat show is worth the price of admission. In their faces, I see hope, I see Spring and I see a passion for our sport that spans across our whole society and will continue to do so for centuries to come.

While waiting for your local boat show to open, please enjoy this issue of *Canadian Yachting*. As winter approaches, dream about the Caribbean by reading Paul and Sheryl Shard's latest adventures. Why not consider joining them on one of the legs (www.distantshores.com). Or, enter our contest for a trip for two to sail the west coast of Scotland on the Diageo Classic Malt Cruise in 2009. Go to www.cymagazine.ca and hit the top banner on the home page. Good luck! ➔



6



24



34



82

FEATURES

6 From St. Martin to BVI
 Paul and Sheryl's Winter Cruise
By Sheryl and Paul Shard

14 Desolation Sound, BC
 Endless Discoveries on the Pacific Northwest Coast
By Anne and Laurence Yeadon-Jones



90

BOAT REVIEWS

- 34 Cruisers Yachts 420 Coupe**
- 40 Sabre 38 Hardtop Express**
- 46 Formula 31PC**
- 52 Monaro 255**
- 54 Bavaria 43**
- 64 Tartan 4300**

HOW TO

- 24 Buy The Right VHF For You**
- 76 Understand PCOC Requirements**
- 84 Maintain Your Propeller**
- 90 Identify and Deal With Invasive Species**

DEPARTMENTS

- 3 Vantage Point
- 20 Seamanship
- 24 Electronics
- 59 New Products
- 71 Galley Guys
- 76 Safety on the Water
- 78 Scuttlebutt
- 82 Day at the Races
- 84 Engine Room
- 90 Environment Matters
- 114 Crossing the Line

COVER SHOT: A compilation of sail and powerboats that have appeared in recent issues of *Canadian Yachting*.

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St. Martin to the BVI

Our overnight passage from the island of Barbuda to St. Martin had been boisterous. The easterly winds had built through the night so that by the time St. Martin came into view, bright green and mountainous on this mid-January day, we had a reef in the mainsail and had changed down from our 135% genoa to our sturdy little self-tacking jib. Distant Shores, our Southerly 42 sailboat, charged along in the confused seas her—variable draft keel down the full 9-feet—keeping her motion steady and comfortable.

Although the building cross seas did

their best to slew the boat around, our self-steering gear, a powerful Raymarine STG autopilot, kept her right on tracking. As a result, all onboard were in fine shape, enjoying the ride, and looking forward to continuing tropical adventures in the Leeward Islands of the Caribbean.

Joining us on this leg of our voyage were friends from Port Credit Yacht Club on Lake Ontario, Bill and Camille Bohnhardt, and British cruising friends, Wayne and Angie Attwood, who had been aboard since we'd left the Canary Islands in December and had sailed

Distant Shores sailing down Sir Francis Drake Channel in the BVI.

transatlantic with us to the Caribbean where we'd met Bill and Camille in Antigua. On this leg of the voyage, we would be visiting the islands of St. Martin/Sint Maarten, Anguilla, and the British Virgin Islands (BVI).

With the north end of St. Martin in sight, our thoughts turned to images of the fresh pastries and fine wines we'd find on the French side of the island (in the north) and the duty-free shopping and excellent chandleries awaiting us on



the Dutch side of the island (to the south). Even when sudden squalls hit us rounding down the west coast to Marigot, we were not deterred. We had made reservations at the Marina Port La Royale which is safely tucked inside Simpson Bay Lagoon, a large enclosed body of water and favoured anchorage of cruising sailors, that spans the border between the French and Dutch sides of the island. The only entrance to the Lagoon on the French side of the island is in Marigot at Sandy Ground Bridge, a bridge that only opens three times a day; we had timed our arrival carefully to

make the 2:30 p.m. opening.

We arrived in good time and after passing under the bridge, we were greeted by Madame Regine, the charming but no-nonsense captain that runs the marina and also operates the lift bridge. On her instructions we dropped anchor and backed stern-to the quay, Med mooring style, at Port La Royale and soon we were enjoying laundry service, hot showers and the first of several dinners out at the fine restaurants surrounding the harbour. Being part of the French Antilles, the official currency on this side of the island is Euros but US dollars are accepted.

Clearing in was easy. With the boat secured, it was a quick walk of a couple of blocks through town to a small Customs and Immigration office across from the ferry docks in Marigot. Once you are cleared in, you are free to travel back and forth across the border into the Dutch side of the island by car and by dinghy, however you are not allowed to take your boat from the French side to the Dutch side without first clearing it out from one and then clearing it back in to the other. Most boaters clear in one side or the other; its cheaper on the French side, however you are closer to chandleries, sailmakers, etc. on the Dutch side. Everyone stays put at anchor or at one of the marinas, but drives or dinghys around freely wherever they want to go on the island.

The main airport, the Princess Juliana International Airport, is on the Dutch side of the island so the next day we all piled into a taxi van to take Wayne and Angie across the border to catch their flight and say our goodbyes. This airport is a main hub for the Caribbean so a great place to have friends fly in or out of – another reason the island is a popular stopover for cruising sailors.

If you love airplanes, and even if you

don't, there is an unique bar we recommend you visit located at Maho Beach right at the end of the runway. The Sunset Beach Bar posts the arrivals and departures of the major international airlines and while you enjoy a drink and the tropical version of pub fare (conch fritters, fried shrimp, cheeseburgers, etc.) at the beautiful beach there, you get an astonishingly close-up view of the aircraft landing right over your head! It's quite a sight to see a 747 flying low straight at you while you're taking a swim and even more exciting when one is taking off since the jet blast can send you tumbling into the sea if you're standing in the wrong place. The bar is

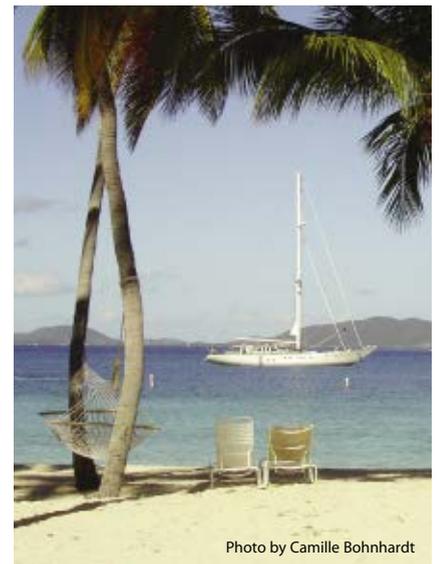


Photo by Camille Bohnhardt

View of the anchorage from the beach at Peter Island Resort, Peter Island, BVI.

safely out of the blast area so, don't worry, you won't lose your drink if you watch from there.

While we were on the Dutch side of the island, being sailors, we could not pass by the incredibly well-stocked chandleries here, so we had the taxi driver drop us off at Budget Marine and after a good hour of perusing and purchase-

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This hawksbill turtle is one of the underwater creatures we saw frequently when snorkelling in the Leeward Islands, especially the Virgin Islands.

making there, it was just a quick walk around the corner to Island Water World for more of the same. Both are located on Simpson Bay Lagoon and have dinghy docks for the steady stream of water traffic that comes and goes from dawn to dusk. Within the same neighbourhood are good hardware and marine electronics stores plus every other imaginable marine service facility. Paradise.

And this end of Simpson Bay Lagoon is also the home of the mega-yachts with several mega-yacht marinas located here. When you're tired of airplane-watching at Maho Beach come and see the mega-yachts here. Simply incredible!

We were all missing Wayne and Angie so the next day to cheer ourselves up Bill, Camille, Paul and I treated ourselves to breakfast at Sarafina's, a divine pastry shop, bakery and cafe on the waterfront of downtown Marigot. Chocolate eclairs and cappuccinos are a great way to cure the blues! We watched the comings and goings and then purchased fresh baguettes to take back to the boat for our lunch. The main market is located here too so Camille and I had fun learning about the exotic tropical fruits and local spice mixes from the vendors there, then loaded our men with the full grocery bags to take back to the boat while we investigated the

numerous craft stalls. They were only too happy to oblige! When Camille and I returned to Distant Shores much later, we found Paul and Bill happily up to their elbows in grease doing boat maintenance and having fun doing it. *À chacun son goût!*

Bill and Camille had visited St. Martin/Sint Maarten on previous occasions and since we were planning to return here later in the season to cruise around the island more, we decided after a couple of days to move on to the British Virgin Islands with a stop in Anguilla en route. The weather was looking good for the passage so the last day in St. Martin was spent provisioning and stocking up on duty-free items such as wine and liquor that would be expensive in other islands as well as delicious European cheeses, sausages, and other products that would be difficult to find elsewhere. Paul walked back to the Customs office and did the clearing out.

We had just gotten everything stowed and had finally picked up our laundry when British cruising friends, Nigel and Elizabeth Pattison, arrived to say hello. The sailing community is a small community and distance doesn't seem to make a difference. You are always run-

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Deadman's Beach Bar at Peter Island Resort in the BVI serves an excellent lunch with a steel band entertaining on Sundays, a popular outing when we have guests aboard. Sheryl and Paul with guests, Bill and Camille Bohnhardt sample some of the fruity tropical cocktails.

ning into friends who not long ago you saw on the other side of the planet! Nigel and Elizabeth, of SV Chantal, had waved us off when we left England with our new boat a few months before in the fall.

Delighted to see them, we invited them aboard to join the four of us for lunch and a catch-up of news and, like always, Nigel soon had us all in stitches with his stories. The time flew and suddenly it was time to catch the bridge opening. We said hasty goodbyes, threw the unpacked laundry bags on the bunks, untied our stern lines, raised anchor and set off. We just made it! We waved goodbye to Madame at the bridge and set a course to the northwest to the British island of Anguilla and the port at Road Bay nearly 20 nm away.

It was good to be underway again and we had a pleasant afternoon sail, then beat our way along the north coast to Road Bay, tacking back and forth along the last few miles where we got to show Bill and Camille the benefits of our self-tacking jib. Bill took the demonstration one step further by losing his hat. It was his special hat and it blew

into the water in the strong breeze.

"Time for a man overboard drill!" said Paul.

And it became a game to see how fast we could save the hat under sail using the self-tacker. We succeeded but it took several attempts, and even though it was a bright sunny day it was sobering just how easy it was to lose sight of that hat in the waves. And how often we drove over it trying to get close enough to haul it out. We all could image how difficult it would be to retrieve a person from the sea. A good lesson before we did another passage.

Anguilla is a low island surrounded by spectacular white sand beaches, and although the population of 7,000 relies on tourism as its major source of income, it is a peaceful quiet place where tourism is elegant but low key compared to bustling St. Martin/Sint Maarten. Many celebrities have homes here and there are plans for a mega-yacht marina.

Road Bay is the main port of entry and you must go there first before stopping anywhere else. A cruising license is required to anchor and explore other

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bays around the island. The islanders are working hard to protect the coral reefs surrounding their lovely but fragile island so there are many restrictions which make cruising here a bit frustrating even although for a good cause. Unfortunately, as a result, we decided to just stay for the night. Next morning we went ashore to clear in and out, enjoy a nice walk, an amble around town, and a drink at Roy's Place, a well-known beach bar. We relaxed at anchor for the afternoon and set sail that night for the BVI.

The passage between Anguilla and the British Virgin Islands is called the Anegada Passage and has a reputation for being a bad body of water. There are strong currents and often confused seas, but once again, Distant Shores handled the confusion with grace and dignity. Paul had chosen a good weather window so we had favourable conditions with a breeze of 15-20 knots ESE from behind for the 86 nm passage to Spanish Town on Virgin Gorda. For most of the way we had the headsails out and were sailing wing and wing. Bill and Camille got another overnight passage under their belts. Part of their desire to join us for this leg of our voyage was to get more offshore experience. We love being at sea – the sunsets, the moonrises, the incredible display of stars, the miles clicking past by wind power alone, the dolphins that so often come to play at the bow; it was a joy to share this with them.

There was only one incident that cast a bit of gloom on the passage. We finally got around to unpacking the laundry we'd had done in St. Martin and discovered on our way to the BVI that we were missing about a quarter of our stuff. There must have been another bag that we missed and in our rush to get the bridge in St. Martin we never checked.

"Oh, no!" cried Bill, "My special T-shirts! We must go back!"

But Camille refused. Paul and I were going back in a short time so would contact the laundry service and have them hold the missing clothes for us. We only hoped that the bag hadn't been given to another boat by mistake or, knowing we'd set sail, given the clothes away. (We did eventually retrieve them.)

We arrived in Spanish Town on Virgin Gorda, a port of entry for the British Virgin Islands, in the late afternoon of January 24th. There is a good marina there with a well-stocked small grocery store, bakery, liquor store, scooter rentals, restaurants, dive shop and several gift and clothing stores. So Bill was perked up with the purchase of new special T-shirts.

Spanish Town is also a good stop for making a visit to one of the BVI's main



Friends and neighbours, Genna Schaffner and her father, Peter Schaffner, enjoy snorkelling from the stern of Distant Shores. Time with friends aboard a boat is always quality time.

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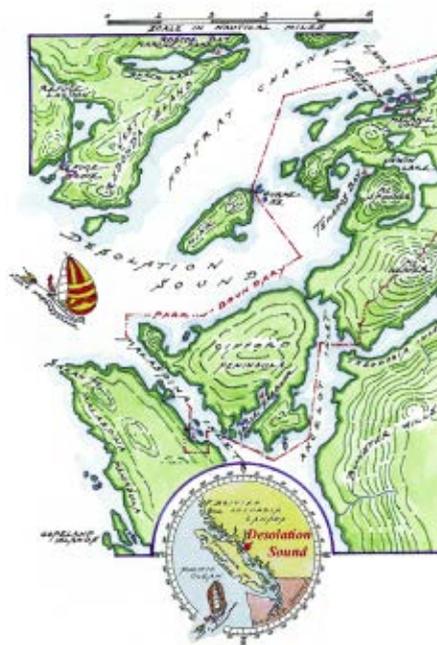
By Anne & Laurence Yeadon-Jones



Dreamspeaker anchored in Tenedos Bay.

"One of the world's richest cruising grounds in the Pacific Northwest, British Columbia's Desolation Sound is far from being desolate in the summer months. The sound's southern shoreline is dominated by the legendary Desolation Sound Marine Park, which has some of the most accessible tracts of wilderness almost anywhere in the world. The ultimate destination for local and international cruising boaters, you could spend a whole summer discovering its deep, interconnecting inlets, coves and hideaway anchorages where warm-water swimming continues well into September."

We headed 'Dreamspeaker' into welcoming Refuge Cove on West Redonda Island, the most central stop to provision and fuel before entering Desolation Sound. Its enterprising community happily accommodates a steady stream of



visiting boats in the summer months and offers moorage, fuel, an excellent, well-stocked store, sweet island water pumped in from the dam, and welcomed shower and laundry facilities.

The general store is open from June to mid-September and Corilair has scheduled float plane flights that arrive at Refuge Cove every Monday, Wednesday and Friday for mail and visitor drop-off and pick-up.

The alluring waters of Desolation Sound lie south of West Redonda Island. The sound encompasses one of the most beautiful cruising areas in the world and, to date, is the largest marine park in British Columbia. Boaters and kayakers treasure its maze of deep, interconnecting inlets and snug, hideaway anchorages. Its accessible tracts of wilderness and geography ensure light summer breezes and a unique tidal convergence creating blissfully warm water temperatures, which we have often experienced well into September.

Labour Day had now passed, the crowds were heading south and we were about to experience this coastal jewel in all its undisturbed glory. A northerly breeze was funnelling out of Lewis Channel. Taking advantage of the wind, we exercised our spinnaker skills, running square off the breeze, south to Malaspina Inlet. As the wind began to ease, we dropped the main sail and packed away the large colourful spinnaker before navigating the few rock-strewn kilometres to Scott Point and Grace Harbour's entrance.

Taking a detour 'en route', we dropped the hook between southern Cochrane Island and Malaspina Peninsula, where a protected anchorage allowed a few fun hours exploring the oyster-covered reefs and tidal pools between the two small islands. At low

water, the warm waters and tidal currents of Malaspina Inlet encourage a large variety of intertidal life to develop. Pulling out our beachcomber's guide to seashore life in the Pacific Northwest we excitedly identified a soft yellow tide-pool snailfish, often deceiving as their colour can range from brown to green, purple or yellow. Sea stars were in abundance including a cluster of the more common purple stars, sharp-spined painted sea stars and one lone sunflower star that can boast 24 arms and a range of six colours from yellow or orange to brown, red, pink or purple.

When it comes to deciding on the best spot to anchor, our first priority, after safety, is a good view of the sunset and the longest hours of sunlight. With this in mind, we entered Grace Harbour, one of Desolation Sound Marine Park's most protected and popular all-weather anchorages, dropped our hook at the head of the basin and took a stern line to the northwest rock face. We named this low cliff of exposed rock "Sunset Boulevard". In the busy summer months, it is usually packed with a row of neatly anchored boats basking in the sun's last radiance.

While on our travels this summer, we have been amazed at the number of anchorages teeming with every size of jellyfish, taking advantage of the abundant plankton. Grace Harbour won hands down for the largest in quantity and size. Not wanting to meet them face to face, we spent hours watching and photographing them from 'Dream-speaker's' warm deck. Translucent and delicate with a touch of pink or purple, the now-identified moon jellies mesmerizing to watch as they gracefully performed their feeding rituals, the sunlight sparkling on the water surface. Early the next morning, we took a pleasant half-



Prideaux Haven, the quintessential Desolation experience.

hour hike past the park's wooden camping platforms, which housed a lone kayaker's tent, to the freshwater lake with not a jelly in sight. After a delicious blackberry breakfast, we caught up on notes and sketches before setting off for Tenedos Bay and spent some time exploring the smaller bays and bights of the marine park.

The deep, sheltered waters of Tenedos Bay nestled between Bold Head and Mount Spooner, offer safe summer anchorage with four delightful spots to drop your hook close to the shoreline. The park also provides natural wash and brush-up facilities and freshwater swimming in Unwin Lake. On entering the bay, Laurence made sure that he left the rock off Bold Head to port while I took over the bow watch, keeping an eye out for the sprinkling of isolated rocks near the entrance that lie in wait for the distracted skipper.

Although the bay was peacefully empty, we decided to try a new location and dropped anchor in the northwest corner. The lake trail begins at the park's information shelter, where we stopped

DESOLATION SOUND, BC



Roscoe Bay a nearly landlocked paradise.

to talk to a colour-co-ordinated kayaking couple out on a week's paddling adventure. Steve and Liz were also kitted out with a pair of impressive and enviable Coaster Mariner Kayaks, made in Seattle, and kindly allowed us to inspect them inside and out. We are always on the lookout for the perfect kayaks to fit on our boat when we have the budget.

The trail divides about halfway along. We took the more rigorous northern route, which winds through forest and past mini-waterfalls on the way to smooth bathing rocks on the lake's edge. We climbed down the ledge to an inviting little beach that trapped the sunshine amid huge, sun-bleached logs.

Low water found us with bucket in hand, picking fine-looking oysters,

which we grilled on a small hibachi and ate from the shell for lunch. Lazing on our beach pillows and towels spread out along a smooth rocky ledge, we soaked in the late summer sunshine until the tide crept up to our toes. While packing and throwing the oyster shells back to give new homes to the next generation, another boat entered the bay and anchored a polite distance away from us. This was not your normal West Coast cruiser. Flying a French flag and equipped from bow to stern with serious offshore gear, the 'Callibistris' was impressive with her 15.2-metre (50-foot) dark-blue hull, towering mast and amply stepped transom painted in blue-and-white stripes – a feature that the owners Michel and Jacqueline repeated



on all their custom sailboats. While sipping on Chilean wine, they told us of their five-year cruise from Noirmoutier, France, which had finally brought them to Japan, across the northern Pacific to Kodiak, Alaska and south down the Inside Passage to this idyllic anchorage in Desolation Sound. The moon was full and the sunset picture-perfect as we spent the next few hours entertained in the cockpit by this international cruising couple as they took us on their world voyage of discovery.

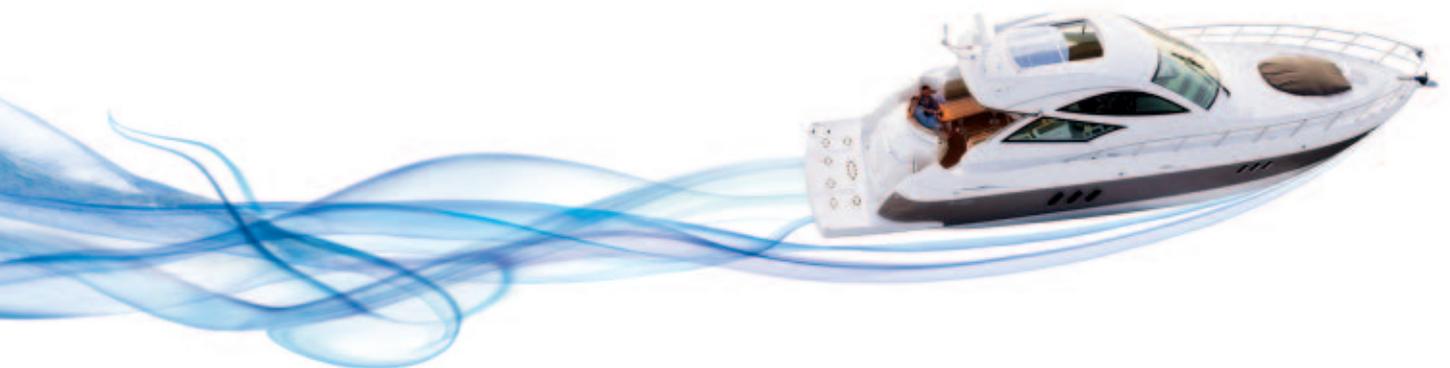
The following day, it was time for 'Dreamspeaker' to head north and the 'Callibistris' south to Vancouver for a planned trip home to see family and friends. On leaving Tenedos Bay, we slipped quietly through the small, now-

peaceful passage that lies between Otter Island and the mainland where kayakers had set up camp on the lovely, grassy spot overlooking the pass.

The only entrance to the most well-known destination in Desolation Sound Marine Park is between Lucy Point on Eveleigh Island and the Oriel Rock off William Islands. Our arrival in Prideaux Haven disturbed the wildlife – seals, seagulls, oyster catchers, mergansers and eagles – and the only other boat anchored off Copplestone Island. We anchored off the peninsula that separates Melanie Cove from Prideaux Haven, tied a line ashore and lay back to take in the lush, tree-covered surroundings fringed by majestic, snow-tipped mountains.

We have found that the rocky shelf near Melanie Point and the lagoon, off Copplestone Island, are two of the warmest swimming spots. We spent a leisurely afternoon rowing between the two, exploring and bathing in the locations. Although Prideaux Haven has many inviting nooks to choose from and peaceful Melanie Cove is wonderful to explore with a gentle row at sunset, we chose to spend the next few days soaking in the restfulness of Laura Cove.

With our stern line tied to an old metal ring on the large sloping rock that disappears at high water, we enjoyed a terrific view across Copplestone Island and up Homfray Channel. The sun was warm on our backs as we plunged into the cooler waters of the cove. After an



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DESOLATION SOUND, BC



Moon jellies differ from other large West Coast scyphomedusae in that they lack the long, potent stinging tentacles that people generally associate with jellyfish.

SOURCE: New England Aquarium

invigorating swim, we climbed back onto the heated sun-bathing rock to dry off and celebrate the September solitude of Desolation Sound Marine Park. Pure bliss!

A planned visit to one of our favourite anchorages and a rendezvous at Toba Wilderrest Resort was the only incentive for us to leave our wilderness retreat in Laura Cove. With good weather and time on our side, we couldn't resist squeezing in one last marine park on our trip north up Waddington Channel. The reasons were obvious: Roscoe Bay, on West Redonda Island at the intersection of Homfray and Waddington Channels, is surrounded by steep, forested slopes, and fed by a freshwater lake; it becomes a land-locked paradise at low water because of the gravel and rock bar at the bay's entrance.

The safest time to enter or exit the bay is at high water, and preferably on a rising tide, which is what the three boats ahead of us were doing as we joined the throng to seek out our ideal spot. Once everyone was happy with their chosen anchorage and anchor positions, it was time to step into our faithfully tethered dinghy and take a friendly rowabout.

On our tour, we met two couples travelling together in separate sailboats. The first, 'Aotea', a Pearson Ariel 26 built in 1966, was owned by Joan and Fernando Costa; the second boat, the 'Someday', a nine-metre (30-foot) 1980s Catalina was owned by Steve and Val Boycott. The four of them were putting together a large platter of appetizers in the more spacious cockpit of the 'Someday'. When we passed by, they recognized 'Tink' who makes friends wherever he goes, and invited us aboard to join the feast.

Tired of only our own company and that of the stuffed 'motley crew' for the past few days, we happily accepted the

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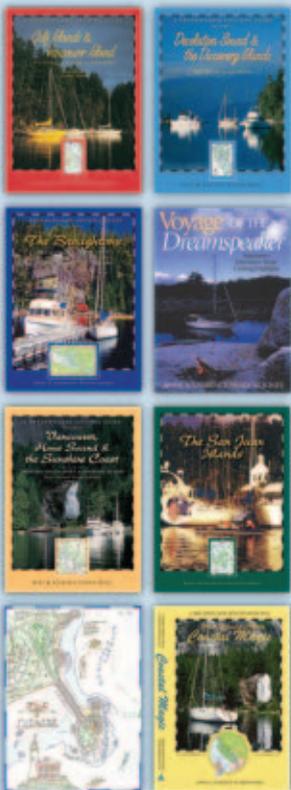
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invitation. We found them most entertaining as they recounted their funny, near-disaster stories about travelling together on summer cruises in two very different boats. Before we retired to our separate "homes" for the night, it was decided that 'Dreamspeaker' would host a one-pot supper the following evening. Steve and Val would contribute their excellent Amerone red wine, voted the best-tasting homemade wine ever by all parties, and Fernando and Joan would raid their stores to add to what was left in ours.

The next morning, we woke to another blue-sky day and were eager to visit Black Lake, where we knew that excellent freshwater bathing and a smooth expanse of rocks awaited us just a short hike from the mouth of the lake. As we leaped from the diving ledge, the water temperature was noticeably cooler but delightfully refreshing. Knowing that this was our last freshwater lake for the season, we allowed ourselves the luxury of basking and swimming to our heart's content.

After all that lounging about, the trail to Mount Llanover from the park's northern shore should have been first on our list; but feeling mellow as we picked more blackberries and sweet apples, we took the short trail to the top of the bluff to look down on the peaceful scene. I also chatted with an energetic hiker who had enjoyed his magnificent climb to Llanover's peak the previous day. He reported that views from the peak were spectacular and certainly worth the hike. To the east, 1,600-metre (5,249-foot) Mount Addenbroke towered over East Redonda Island. That hike will certainly go on our next visit's agenda.

Later, our one-pot, six-person supper was a great success. The Italian red flowed, as did the laughter. Before all retiring, our visitors insisted on inspecting 'Dreamspeaker's' rather snug forepeak bed. It closely resembles the multi-layered mattress set-up from 'The Princess and the Pea' fairytale and includes a sumptuous collection of cushions, down comforters and soft throws – just the spot in which to snuggle up, read a good book or write a letter home on a grey, rainy day. ↵



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The VHF (Very High Frequency) Marine Radio

I OFTEN GET asked how to best call for help if I have a problem when out on the water. Do I use my cell phone or should I have a VHF Marine Radio?

The simple answer is that both may do the job depending on the circumstances but there are limitations. The cell phone has to be in range of a tower to forward the signal. A cell phone will contact only one person at a time and how often do you make a call only to get an answering machine or voice mail at the other end? How helpful will this be if you need assistance right away?

A VHF Marine Radio also has its limitations but, depending on your location, the Coast Guard and other vessels and marinas in your vicinity may be monitoring your call. Immediate help might only be a few minutes away so, for now, let's focus on the use of VHF Marine Radios.

In Canada, a certificate called the Restricted Operator Certificate (Maritime) (ROC (M)) is required by all people who operate a VHF, HF (high frequency) or MF (medium frequency) Marine Radio, either a handheld or permanently fixed set.

This certificate is good for life and can be applied for after completing a classroom or home study course, successfully passing a test and submitting an application. The test contains 60 multiple choice questions and 3 questions that must be answered orally. Currently the program for the ROC (M) is managed and operat-

ed for Industry Canada under a letter of authority from the Minister, by the Canadian Power & Sail Squadrons (CPS). The program is offered coast to coast in both official languages. The certificate comes in the form of a plastic card very similar to a charge card and if lost or stolen, can be replaced by placing a no charge phone call.

The cost of a classroom course including the test and card is typically \$60 to \$90 dollars. The cost of a training manual and interactive CD for home study is \$25 and the processing fee for the application, which includes mailing the card direct to the applicant, is \$18. The cost for replacing a lost or stolen card is also \$18.

Here are a few typical questions people have about VHF radio:

Q : A number of years ago I needed a license called a Station License which was issued annually by Industry Canada. Do I still need one now?

A : The answer is no. Station Licenses are no longer required for voluntarily fitted Canadian vessels operating in Canadian waters. Voluntarily fitted vessels include all recreational vessels and commercial fishing vessels under 8 meters in length.

Q : Do I need a Station License when I take my vessel into US waters?

A : Here the answer is not so simple. US citizens operating US registered vessels in US waters also do not require a Station License. However, Canadians taking their vessels into international waters are required to get at least a temporary Station License. Therefore, I highly recommend that you treat a visit to US waters the same way you would a trip into any international waters and apply to Industry Canada for a Station License. The cost will be about \$40 annually. With the Station License you will also be given an official "Call Sign" that you will use to identify yourself or it can be used if someone is trying to reach you.

It is also strongly recommended that when you leave for such a trip, that you file a Trip Plan with your family or someone you trust so that in the event of an emergency, or if you don't return at a specified time, the Coast Guard can be asked to look for you.

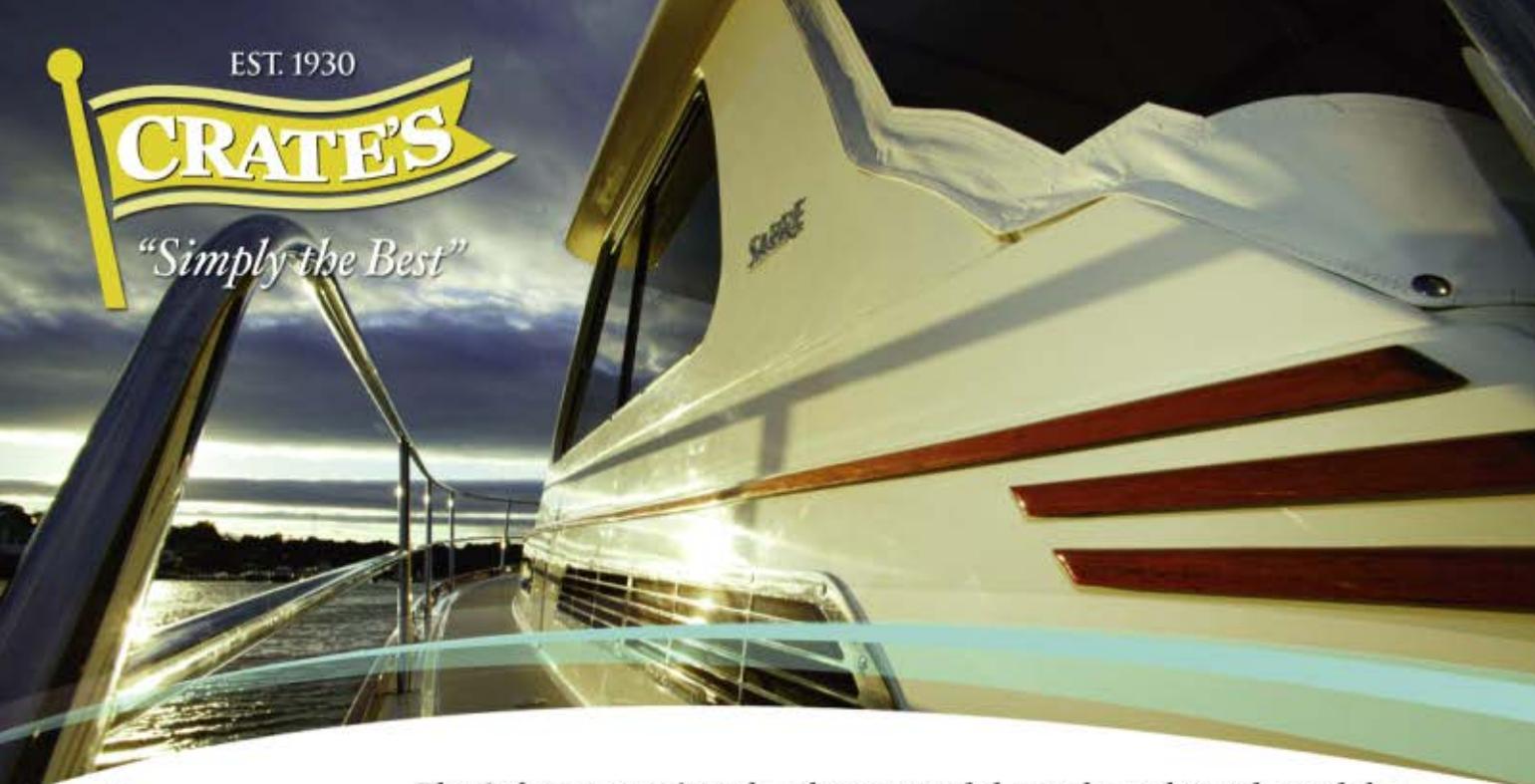
Before proceeding, let's look at the above question from the US perspective. Unlike in Canada, US operators are not required to have an operator's certificate in the US. So, what happens when US boaters visit Canadian waters?

The US FCC regulations require them to have a Station License when traveling outside US waters - this includes Canadian waters. For the first 45 days continuous US boaters are only required to meet their federal and individual state regulations, however after the 45

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days they are required to meet all Canadian regulations and this includes having an operator's certificate. Since you have to be a Canadian citizen or landed immigrant to obtain a Canadian operator's certificate, a ROC (M), US citizens will have to obtain a US VHF radio operator's certificate.

One of the latest advances in VHF Marine Radio technology is what is called Digital Selective Calling (DSC). This allows you, at the push of a button, to send a digital emergency message direct to the Coast Guard and other vessels equipped with DSC who might be close by. This message will clearly identify you, your vessel and your exact location using a Global Positioning (GPS) unit that is directly connected to your radio. This can save valuable minutes while you are trying to attend to the safety of your passengers and vessel. Most radios made after 1999 have DSC capability and this is now also beginning to be offered on some handheld VHF Marine Radios.

When you take a classroom course or home study, you will find out how to use your radio properly, how to send emergency, urgent or safety messages, how to reach a marina or simply talk to another vessel that you are traveling with. It is very important that you clearly understand how your VHF radio operates and how to best use it and take advantage of it as an important communications and safety tool.

In the written course material and interactive CD you will also learn about the Global Maritime Distress and Safety System (GMDSS) of which the VHF Marine Radio with DSC is a key part. You will also be given a table of transmitting frequencies and where in Canada they can be used. You will be given information about applicable Federal Statutes and the Contraventions Act, time zone

comparisons, a sample of the Radio Station License (if required) and exemptions, a list of possible penalties and fines for improper use, safety information, a list of regional and district Industry Canada offices and information about United States Homeland Security requirements. All in all this is a very comprehensive training manual, interactive CD and course.

Q : I have a VHF radio with DSC (Digital Selective Calling) on my boat. Can I get my MMSI (Maritime Mobile Service Identity) number from Canadian Power & Sail Squadrons?

A : The answer is no. Here is a statement from Industry Canada's web site regarding the procedure for obtaining your MMSI:

"Industry Canada (IC), as the radio licensing body in Canada, is responsible for the issuance and management of the MMSIs. To obtain an MMSI, the applicant must contact their nearest IC office [see Radio communication Information Circular 66 (RIC-66), Addresses and Telephone Numbers of Regional and District Offices, for addresses of various district offices] and provide the necessary vessel or coast station details. Vessel owners must also provide specific information regarding installed radio equipment and emergency contacts in the case of an emergency. If the vessel is not currently licensed nor exempted from licensing, a radio licence will also be required. It should be noted that vessels not requiring a radio licence may still be issued an MMSI.

In an effort to provide more efficient services in areas of higher demand (such as on Canada's east and west coasts), some of IC's offices are able to provide

these numbers immediately over the counter, provided you can supply vessel and associated information. In all cases, regardless of the IC office with which the applicant is dealing, every effort will be made to ensure the MMSI is issued as quickly as possible.

All information collected is entered into IC's National Maritime Information Database (NMID) and is forwarded to the ITU for inclusion in the Maritime-mobile Access and Retrieval System (MARS) which currently serves as the temporary repository of International Maritime Information at the ITU. Information contained in the NMID can be accessed via the internet through Industry Canada's Strategis web site. This information is used by the Canadian Coast Guard (CCG) and related search and rescue agencies in the case of an emergency. While the CCG and related search and rescue agencies have access to the full set of information collected, the general public does not have access to emergency contact information in either the NMID or MARS."

For more complete information go to www.ic.gc.ca. At the bottom of the left hand column on Industry Canada's home page there is a search box. Type in MMSI and hit go. You will find information on the MMSI, application procedures, application forms and a list of the regional offices across Canada in a downloadable PDF format. 

I hope that you have begun to see the value in having and being able to operate a VHF Marine Radio. For complete details about the operation of VHF Marine Radios and the Maritime Radio Course, contact your local Canadian Power & Sail Squadron, visit the CPS web site at www.cps-ecp.ca or call 1 888 CPS BOAT (277 2628).

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Social Calls or a Lifeline – Starting at just \$200 Why You Need a VHF Radio



EVEN IF YOU never venture away from your favourite sheltered lake or river, a VHF radio is well worth the \$200 investment for a basic radio and the ROC (M) Course and License to operate it. Here's why.

Cell phones (your other logical communication tool) are usually not waterproof, only reach the number you call and may or may not get service out on the water. My cell phone does not work on our lake, a mere 12 km. from the busy Thousand Islands and Lake Ontario, while a VHF radio does.

But a VHF radio does far more than just act like a walkie-talkie to the Coast Guard!

Let's start with a few basics. VHF radios come in two flavours: battery-powered, handheld units or fixed mount radio. Battery powered handheld units work even on small boats with no power and no battery on board. Larger boats with electric starts and an instrument panel will have a 12-volt battery onboard, so they can go with a regular fixed mount radio.

Other vessels, the Coast Guard, many marinas and local police departments all monitor VHF radio on channel 16. If you call out on 16, generally someone will hear you. It

is fast and simple.

You may also receive another signal calling for help or a weather alert (such as a sudden change in wind velocity or an oncoming storm); then there are social calls as well.

You can hail another radio on shore, or on another boat using channel 16. This could be friends or family, other fishermen, or a marina where you can get fuel or repairs. When you connect, you should agree to change to another non-emergency channel to have a conversation.

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fishing or swimming, a VHF radio can be a lifesaver. And \$200 is all it costs for the license and radio. Talk all you want (on the correct channels) at no further cost, every season. Sound like a smart move?

You bet. So, what do you look for in a VHF? Let's start with the handheld VHF radios. The first issue to consider is how the radio will be used. If it will only be in use on an irregular basis, get one that uses regular replaceable batteries or at least allows a regular battery to be used as a backup. These can be as low as \$100 or even less to buy.

The somewhat more costly handheld VHF units with big rechargeable batteries included prefer to be used in a regular charge/discharge way to avoid developing a "memory" or related battery problem. Name brands will offer replacement batteries, but they will cost perhaps \$50 or \$75.



An alternative is to select a VHF that has a lithium ion battery. These last longer, hold a charge longer and will better tolerate occasional charge/discharge cycles. As a bonus, lithium ion units are generally smaller and sometimes much lighter...but usually they are more expensive.

While it's true that you get what you pay for, the electronics industry has come so far that there are excellent products from all the name brand manufacturers. Even the low-end units are pretty good and the prices are down across the board making these products much more affordable than they've been in the past. The essential controls are virtually all the same from one radio to another.

First, there is a control to switch channels. A nice feature we found on many units was a "16" button. Whatever channel you're on, you can press the "16" button to go straight back.

A "Squelch" control is on all units and it lets you adjust the "squelch" circuit to silence the "radio noise" in between valuable signals. That way you don't have to listen to static.



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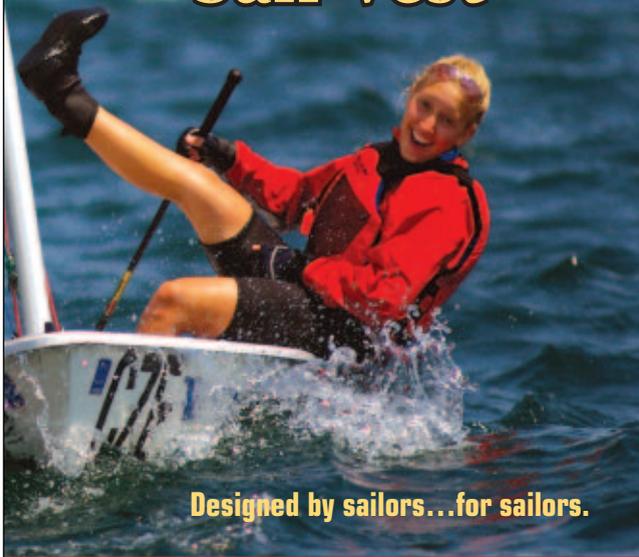


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Many handhelds feature a Weather or Weather ALERT button. The weather button can be used to listen to Environment Canada's weather broadcasts any time you want. Weather 'Alerts' are also broadcast by Environment Canada to let you know when something 'exciting' may be heading your way. Note, however, that the older, basic weather alert system would send alerts for weather events over a large area, so the alarm could go off even if the weather problem is far away from your location.

The new type called S.A.M.E. (Specific Area Message Encoding) is just that... specific. You have to enter the codes (once) into your radio so it knows what area you're interested in, then when the alert goes off, pay attention; the message will be about the weather where you are! The area codes (also known as CLC codes) are free for the getting at Environment Canada's website.

www.msc-smc.ec.gc.ca

Power Saver controls enable you to reduce the power to save your battery at times when you don't need maximum range.

DSC stands for Digital Selective Calling and virtually all fixed-mount VHF radios have DSC, however few handheld units offer this feature because they lack the capability to have a global positioning input signal (GPS). The Digital Selective Calling feature requires GPS information plus specific programming that is unique to your radio.

On the topic of DSC, to make it work, you need to get an MMSI number from Industry Canada and program it into the radio. It's your unique identifier. The CPS Maritime Radio Course student notes are a great resource for getting this, including addresses and phone numbers for IC offices.

DSC is a great emergency feature that allows you, at the push of a button, to send a digital emergency message direct to the Coast Guard and other vessels equipped with DSC who are in



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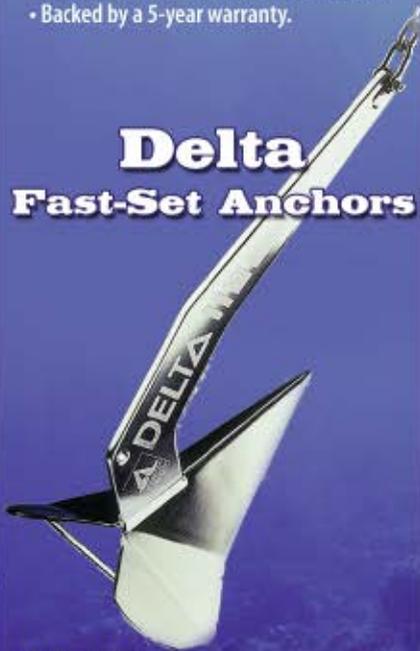
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ELECTRONICS

range. This message will clearly identify you, your vessel and your exact location using the GPS information connected to your radio. This can save valuable minutes in an emergency and assures that your exact position is transmitted.

That is a great segue into “transmission power”. With a few exceptions, handheld units transmit with 5 watts of power while fixed units deliver 25 watts. Understandably, the 5-watt handheld unit will not have the same transmission range as a 25-watt fixed unit but the difference is more complicated than just a matter of power. Range is affected by many conditions and circumstances.

For example, transmission from a handheld unit on one small boat to a handheld on another small boat means transmission is from one small antenna to another. The range will be limited. On the other hand, either of those small boats may have no difficulty being received by a Coast Guard monitoring tower, even at a far greater distance because the antenna on the Coast Guard tower is vastly higher and more powerful.

In some ways, the antenna is the most important part of the unit. Fixed mount units always have a separate antenna installed on the boat. A trailerable powerboat might have a metal antenna approximately one meter long attached by a plastic bow rail mount. A large yacht might have an 8-foot antenna permanently mounted on the cabin or even on a radar arch, putting the antenna much higher and getting correspondingly better reception.

Many handheld units include a removable antenna. The little 5- or 6-inch antenna that comes attached to the unit can be unscrewed and replaced with an external antenna, greatly increasing the range. Since antennas start as low as

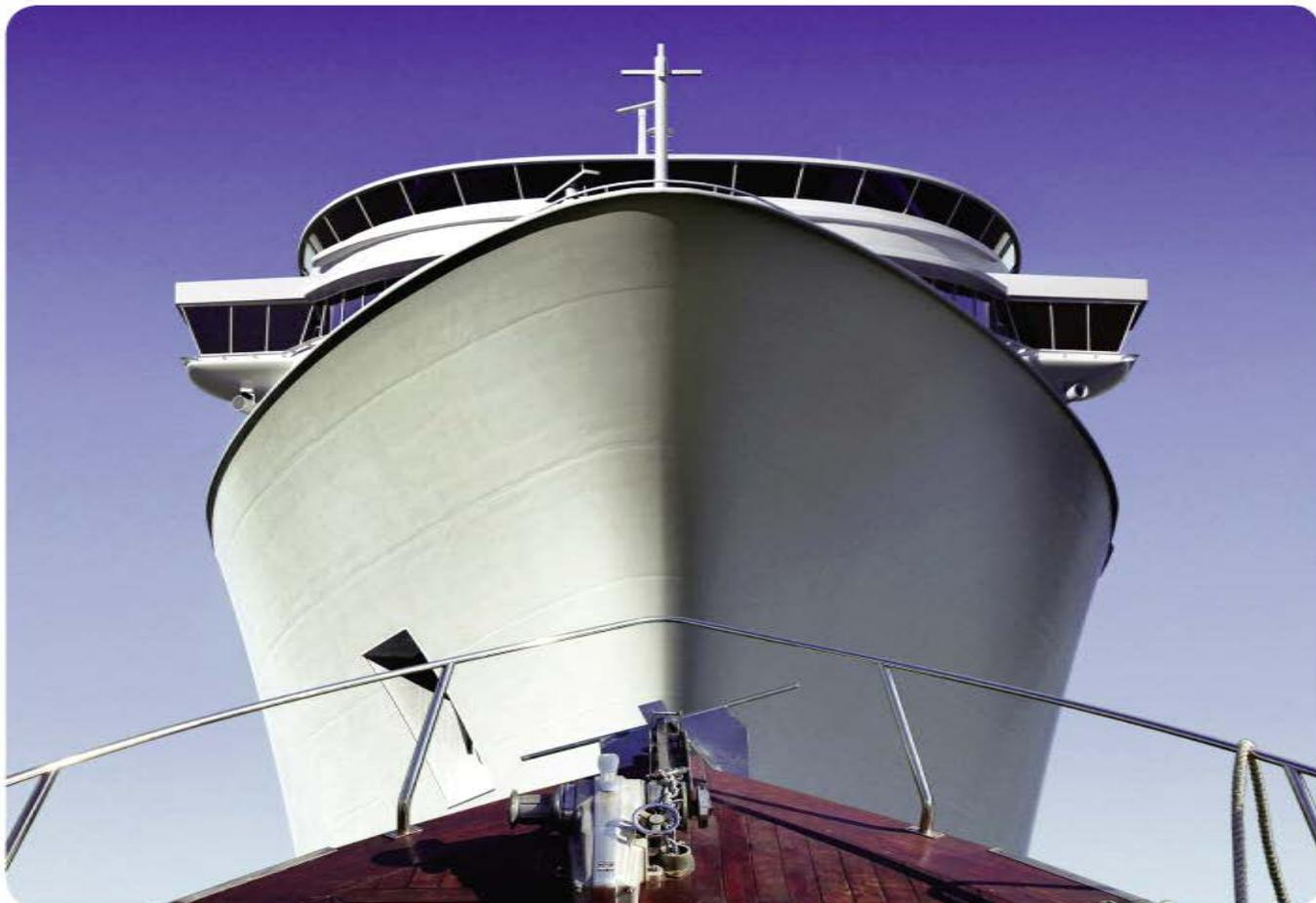


\$50, cost is a small factor and that external antenna will roughly double the range of the handheld unit. A separate antenna is a smart edition.

Let's get into a few other features that may be useful. For instance, some units have a “DW” button. It is called Dual Watch; with this you can monitor channel 16 as well as another channels simul-



"Oops!"



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taneously. This is useful for fishermen communicating boat to boat.

A “big boat” feature on the better, fixed mounted units is a larger display screen that can show more information. Some can display latitude and longitude information that is very helpful in bad weather or big water when determining your exact position.

Another feature on higher-end fixed units is the capability of a remote or even a wireless remote control handset that you can keep near at hand to avoid running up to the helm if the radio goes off.

Big boats with a tender make good use of both handheld and fixed mount units when anchoring or running around a harbour.

WHAT DOES A VHF RADIO COST?

We found a perfectly good name brand handheld that uses replaceable batteries under \$100 and high-end sets that were over \$500 – but that’s still not very much when you consider what you get.

Some handhelds are able to withstand an accidental dunking and at least one we found could float! Go with name brand products and keep the batteries up. Get your ROC (M) by taking the

classroom course for the added knowledge. If you go with a fixed mount, installation instructions are usually straightforward but if you prefer, (and especially if you have cored decking) get a pro to install it. A charge of an hour or so is a good investment.

If all this sounds a bit overwhelming, Canadian Power & Sail Squadrons (CPS) who manage the Restricted Operator Certificate Maritime program (ROC (M)) for Industry Canada, have developed comprehensive training materials and an interactive CD. They also offer classroom courses and supervise the testing and the issuing of the ROC (M). Contact them at www.cpsboat.ca. Once you have your ROC (M), it’s good for life and can be used to operate any VHF, MF or HF marine band radio.

If you are travelling in any international waters, including US waters, you will also need a Station License for any handheld or fixed mount VHF radio. There is an annual cost and Station Licenses are obtained through your Industry Canada regional office.

Special thanks to Steve Parsons at Radioworld, Toronto for his valuable assistance with this topic.

Cruisers Yachts 420 Coupe

Style and Space

ONE OF CRUISERS YACHTS newest designs, the 420 Coupe, is a major step forward in this size range. Actually, it's a step up too.

First the obvious: this yacht features a hardtop that is enclosed on three sides by massive glass areas. Cruisers Yachts calls this its Coupe design. We have spent time aboard other Cruisers Coupe models and found them really comfortable. The 390 Coupe was the first one we ran and later, we spent time on the big 520 Coupe with triple IPS drives. There is a strong family resemblance there but as its newest model, the 420 is a major step up in cabin height.

I joke that at exactly 6 feet, I am the perfect height for a boat tester. If I can stand straight up in a cabin, head or companionway, I judge that to be

acceptable or adequate headroom. Cruisers saw an opportunity to do far better than that and the 420 Coupe has over 7 feet of headroom in parts of the saloon. As you enter the cabin, it feels deep and spacious – and it is. This is perfect for those who are 6'2" or more. You will fit and feel comfortable!

Although exterior appearance is a subjective area, I feel this is a handsome boat with no awkward angles in spite of the generous cabin and bridge headroom. The big glass balances the height. Some features that visually stretch this 43-footer are the large, full beam swim platform with a boarding ladder under a fibreglass cover. The test boat was non-skid fibreglass but a teak surface is also available. There is a large storage compartment in the transom (like a trunk) for lines, fend-

SPECIFICATIONS

Length	43'0"/13.1 m
Beam	13'6"/4.11 m
Weight	23,500 lbs./10659.5 kg
Fuel Capacity	300 gal./1135.6 l
Water Capacity	80 gal./302.8 l
Holding Tank	50 gal./189 l
Base Price	\$656,720 US

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

ers, cleaning supplies and the Cablemaster automatic cable retractor for the massive 50 amp cables. There is also a fold-down aft seat with drink holders and a bottom cushion that does not absorb water. Other features include a fresh water wash down and a cockpit

PERFORMANCE

TEST BOAT ENGINES

Twin Volvo Penta IPS 500, 4-stroke electronic diesel with 370 hp, 336 ci displacement driving IPS systems with twin counter rotating prop sets.

ENGINE (RPM)	SPEED (MPH)
1,000	6.7
1,250	7.8
1,500	9.2
1,750	10.6
2,000	11.3
2,250	12.9
2,500	15.6
2,750	21.0
3,000	27.4*
3,250	31.5
3,550 (MAX)	37.0

*Cruising speed

Speed testing provided by Garmin GPS
www.garmin.com



With its ensuite head, the aft stateroom is much more comfortable than you might anticipate. Filler cushions enable you to make it a double berth or two singles depending on your needs.

shower by the transom door.

We liked the side decks because of the well-located handholds, big railing and the outstanding feature of courtesy footlights to help you get around in the dark.

The side decks are good but the walk-through in the windshield is the safer way to reach the forward deck. The huge windshield section swings open with a double action latch; another latch releases the sliding hardtop sunroof, opening up a large roof area. You step up three steps to get to the forward deck and the chaise lounge.

These days, more attention is given to the bridge and cockpit. It's the "cool" living area and Cruisers gave the 420 Coupe an outstanding refreshment center with an optional Kenyon custom grill, a Vitrifrigo refrigerator, trash locker, bottle racks and an optional, removable TV mount and flat screen. The U-shaped seating can handle seven or eight people snacking off two removable tables. Other good features include the snap-out carpet, stereo system with sub-woofer and

four speakers; the test boat also had overhead and courtesy footlights for nighttime and was equipped with underwater lights – a fabulous display at night!

The bridge on the test boat had the optional camel-coloured upholstery and the helm seat adjusts fore and aft. Equipment included a pair of Raymarine E120s, a digital engine monitor system by Murphy, Raymarine autopilot and 4 kW radar array. We loved the footrest and the tilt steering. The 420 Coupe has great outward vision even in rough water and (thankfully) excellent big windshield

wipers that have a quick wipe feature.

For a yacht in the 42-foot range, the 420 Coupe has an impressive mid-cabin stateroom. It was equipped with an HDTV and DVD, opening ports, full standing headroom on the port side. This cabin has two berths with a filler to make it a double.

But that's not all. There are two heads aboard and the mid-cabin gets a really nice one with a sink in vanity, mirror, MSD and a shower, all behind a clear glass door that gives a bright, spacious quality. Beside that is a vanity



Here's the business end of the equation. With tilt steering, a side panel to brace your throttle hand on and Volvo's light and precise electronic engine controls, everything is at your fingertips... or directly in your line of sight; like the twin Raymarine E120s and all of the analog instruments.

CRUISERS YACHTS 420 COUPE

dressing table. The test boat was equipped with high power macerator MSDs that offer three flush options for energy and tank savings.

The saloon is surprisingly deep and high as you enter. To the port side is a crescent-shaped settee with storage under a high-gloss finished table; the test boat had two useful little stools for added seating. A Sony 26-inch, high-definition television graces the area, with storage lockers above and wooden blinds over the three portholes per side as other added features.

Cruiser's special E-Plex electrical sys-



Located on the starboard side, the galley is nicely equipped with lots of cherry veneer cabinetry, a refrigerator and freezer, large round stainless steel sink and greater than usual counter space.

tem panel is conveniently located and handles all the circuits.

Opposite is the galley featuring a nice conventional shape, Nova Kool refrigerator and freezer with an LG microwave and coffee maker, Eurokera two-burner stove featuring two deck hatches overhead to bring in daylight. We really liked the fiddles on the shelves, deep provision lockers, separate trash locker and the home-style trap in the drain is a great feature as is the huge sink.

The master stateroom is forward with an island queen berth, hanging lockers lined in aromatic cedar, three drawers under the berth and a huge bin for larger items. There is also side storage in three places with an option of a HDTV there as well.

The main head is located aft of the galley by the companionway steps to serve as a day head. It features a separate glassed shower stall, MSD, sink in vanity, mirror and excellent headroom. Adding to the many other great features is two zone heating and air conditioning in the

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CRUISERS YACHTS 420 COUPE

cabin as well as the bridge.

The test boat was running twin Volvo Penta IPS 500s with 370 hp per side. Each drive has counter-rotating twin props that face forward of the drives to operate in clear water, relatively far forward under the hull and driving exactly parallel with the running surface. This helps the 420 Coupe plane off fast and ride flat although Bennett trim tabs are fitted

(useful too in nasty conditions). The diesel engines are electronically controlled and the IPS drives have electronic throttle and shift as well as the now-famous joy stick control for low speeds and docking.

A day with high winds and a nasty 4-foot chop tried out both the sea-keeping qualities and the solidarity of construction!

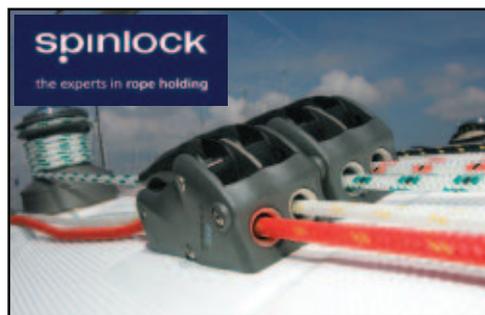


A handsome liquor cabinet is a standard feature on the 420 Coupe. It's located in the galley area near the companionway stairs.

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I brought my two sons, ages 10 and 13 to try out the ride and they asked, "What do we hang onto!?" (Note to Cruisers: Add more passenger grab handles on the companion seat.)

With the engines singing and the winds howling we saw a top speed of 37 mph. The helm is light and precise at all speeds and the Cruisers 420 would carve a turn that made all the passengers uneasy! Handling is precise and crisp. The ride is soft even when mainly air-bourne – pretty impressive for such a large yacht.

If you are lucky enough to be shopping in this price bracket, the Cruisers Yachts 420 Coupe is a "must-see"! 🐾

OTHER MODELS

Express ■ 300 ■ 330 ■ 360 ■ 420
■ 460 ■ 520 ■ 560
Sports Coupe ■ 390 ■ 520
Express Motor Yachts ■ 415 ■ 455
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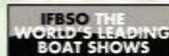
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Sabre 38 Hardtop Express

Classic Style and Amazing Performance

ONE GLANCE TELLS you this is a traditional looking, down-east yacht; the kind you see around Cape Cod or Annapolis. The bow cuts gracefully through the water and it looks smooth and comfortable...but probably not fast.

Wrong. We maxed out at 38 mph which is really cooking along for a 38-footer. The Sabre cruises at 10% under maximum throttle or about 31 mph and yet it can do the serene low speed thing too. What really surprised us was the flat ride with virtually no "hump" to get over when accelerating. In fact, at almost any speed, the Sabre just jumps to the throt-



tle. Passengers need to be ready. This boat just feels like it is on wheels!

The test boat had twin Volvo Penta D6 inboard diesels with 435 hp each. They are straight drive inboards with large 4-blade NiBrAl propellers in prop pockets

molded into the running surface. That reduces the draft and the gentle shaft angle is at least partly responsible for the running attitude and great performance. There's 16 degrees of deadrise at the transom. It doesn't sound like magic but it



The gorgeous teak flooring and abundant cherrywood trim are just the start of the many good features in the bridge and helm area. Stidd seats are expensive but an excellent feature as is the real companion side chart table and best of all, unobstructed 360° vision from the bridge.

runs like magic. Straight drive inboards may seem old-fashioned these days but the Sabre also has Side Power thrusters. Ryan Crate was able to maneuver with precision through the tight quarters of the harbour as we headed out, even when we met another boat coming in at the corner.

Out in open water, the huge Ritchie

compass is positioned perfectly to stay on heading and directly ahead of the companion seat is a real chart table! Again, that may seem old-fashioned but we still recommend you have the latest paper charts, especially in unfamiliar waters. This boat makes it easy to spread charts out and read them.

It is a really easy boat to drive too.

Sabre has included a pair of Stidd seats. These are very expensive, but well worth it. They have a huge range of adjustments including overall height, reach, tilt, adjustable armrests, a flip-



The interior reflects the timeless tradition of bright finished wooden interiors in yachts. We especially like the louvered doors that help circulate air through the storage spaces.

SPECIFICATIONS

Length	38'6"/11.73 m
Beam	13'8"/4.20 m
Weight	21,500 lbs./9773 kg
Fuel Capacity	350 gal./1325 L
Water Capacity	100 gal./380 L
Holding Capacity	40 gal./150 L
Price (as tested)	NA

Test boat provided by and price quoted by
Crate Marine Sales Keswick
www.crates.com

down footrest along with attractive ultra leather padding. The seats were adjusted to be fairly high in our test boat. With the huge side glass and open aft bulkhead, we had a full 360° of vision with practically no obstructions. We felt like we were up high, looking easily out over the forward deck and able to see the aft corners as well. Perfect.

The hardtop is fixed but has sliding side windows, the center section of the windshield opens and there are two glass

PERFORMANCE

TEST BOAT ENGINES

Test boat engines: Twin Volvo Penta D6 Common rail, electronic, four stroke diesel engines, 435 hp each, 336 ci displacement with 4-blade NiBrAl props.

ENGINE (RPM)	SPEED (MPH)
Idle	4.7
1,000	8.0
1,250	9.6
1,500	10.7
1,750	12.8
2,000	16.2
2,250	19.6
2,500	23.3
2,750	27.3
3,000	30.8*
3,250	33.8
3,500	38.0 MAX

* Cruising speed

Speed testing by Raymarine
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SABRE 38 HARD TOP

sunroofs to bring in sun and plenty of fresh air. An aft bulkhead including curved glass is optional but you can achieve the same effect by keeping the canvas on. The benefit to enclosing the bridge is for the reverse cycle heating and air conditioning.

The wood rimmed wheel tilts for comfort and all of the instruments are mounted on flat surfaces that make them easy to read. The test boat had a Raymarine E120, autopilot and radio as well as the Volvo Penta multifunction,

ty of chain. Welded stainless steel rails run from the pulpit to the cabin trunk for excellent security. The wide side decks allowed us to walk normally, not in a sideways shuffle. Plus, there is plenty of room on the deck to lie out but no cumbersome sun pads to store.

An elegant touch is the bright finished teak cabin eyebrows and toe rails. These include built-in stainless steel chocks. Very classy! Large stainless steel grills on the cabin sides maximize engine room ventilation while minimizing seawater

intrusion. Other equipment includes three windshield wipers and scuppers on the side decks as well as in the cockpit to get rid of water quickly.

We liked the flat cockpit floor finished in non-skid gray to reduce the glare; there are steps molded in on the port and starboard sides. Massive inboard mounted cleats pass through hawes to leave the decks clear of lines. This is a very seaman-like cockpit that includes a flip-down transom seat, cleverly designed to stay out of the way until it's needed. The padded inwale serves as the seatback. Another feature we really like is the inward swinging transom door. This is the real thing...not a little gate across an opening.

There is also a shower by the substantial fiberglass swim platform. The cockpit sole lifts for access to the lazarette where you access the rudders and steering gear. It's useful for storing boat hooks, brushes and can manage a BBQ easily. There is also a rope locker and an access door to the tank hardware.

A built-in tackle box is a thoughtful feature and there are four drink holders



Although the extreme wide-angle photo exaggerates the space, the real proportions in the head make it comfortable to use and we especially liked the semicircular shower enclosure, opening deck hatch and porthole.

digital readout for the engines, including fuel consumption in GPH, so you can finetune your economy or range.

The Sabre is meant to go places and the exterior is highly functional. From the bow, there is a large bow pulpit, electric windlass with foot controls and an enormous anchor locker with space for plen-



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SABRE 38 HARD TOP



Again, we find louvered doors that deliver important ventilation through the galley lockers. The functional layout and ventilation from the opening porthole makes this galley a pleasant place to prepare a meal.

in the cockpit as well.

It is two steps up to the bridge. The solid teak floor is an elegant touch. A starboard side refreshment unit has Starboard doors for long life, a U-line refrigerator and icemaker, counter with stainless steel sink and running water. With a BBQ mounted on the swim platform, it's like a second galley. The courtesy footlights are a great safety and convenience feature. You get a beautiful cocktail table and an L-shaped companion side seat. Guests can see water on all sides. It has a great feeling!

Through the smoked door and down five steps is the saloon. The electrical panel is handy to the companionway behind louvered cherrywood doors. The sole is low in this boat to minimize rolling motions when moored.

Standard is a lovely Birdseye maple inlaid table in the L-shaped dinette. There is storage under the seats and it makes down into a double berth for guests. Nearby is a bottle rack and storage; the test boat had the optional high-definition flat screen television.

For a boat this size, the galley has lots of counter space and a useful range of equipment. A convection microwave, coffee maker, two burner ceramic flat top

stove and a big ground stainless steel sink plus a generously sized refrigerator/freezer make up the basics. A great feature is the beautiful louvered doors on the provisions locker. There are also four drawers and laminate counter top.

We felt that the head was large and had an effective layout with mirrors over the sink, perfectly

positioned for shaving, a tank watch system to monitor your tank levels and a deck hatch overhead for important ventilation. A neat feature is the separate shower stall with a semicircular door and a fold-down seat. We especially liked the towel locker in the shower stall.

The forward vee is the master stateroom with a full 60 x 80 inch queen mattress. You get two drawers under the bed, two more in the side and a hanging locker. Cabin headroom was good throughout, more courtesy footlights and the test boat had the optional flat screen TV here as well. The Sabre also has two, screened portholes, a large deck hatch and of course, it's air-conditioned.

Overall, we simply can't fault this boat on any details. It's a very livable boat with attractive and classic lines that should stand the test of time. The interior joinery work was especially nice but we would buy this for the smooth blue-water performance! ⚓

OTHER MODELS

Express Series ■ 34 ■ 38 ■ 42

Sedan ■ 40 ■ 42

Motor Yacht ■ 47

Salon Express ■ 52

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Formula 31PC

Emphasis on "Express"



EXPRESS CRUISERS have certainly been the dominant design on the Canadian power cruising scene for a long time now. From the smallest sizes at about 26 feet up to 60 feet or more, the express cruiser layout continues to attract buyers.

It is a highly competitive market segment with a lot of excellent choices. Buyers have an almost bewildering array of options but a few of them really stand out from the pack.

Our test boat, the Formula 31PC is definitely one of those. Formula Marine was originally founded in 1962 by the now legendary Don Aronow, originator of the offshore ocean racer genre. Now owned for many years by the Porter fam-

ily, Formula has always put the emphasis on high performance. Driving high speeds in offshore conditions is a very tough environment for a boat and the construction quality and rigging have to be done to very high standards to prevent things from coming apart.

So, you would expect that construction quality and rigging when you look at a Formula express cruiser. This boat is almost a hybrid; on the one hand it's a family cruiser – on the other hand, a high performance boat. Our test boat blasted through the waves at 5,000 rpm doing a blazing 51 mph!

It featured a pair of 496 HO MerCruiser stern drives making 425 hp each and running Bravo Three drives.

SPECIFICATIONS

Length LOA	33'1"/10.08 m
Beam	11'0"/3.35 m
Weight	14,100 lbs./6,396 kg
Fuel Capacity	180 gal./681 L
Water Capacity	50 gal./189 L
Holding Tank	40 gal./151 L
Base Price	\$296,790 US

Test boat provided by and price quoted by:
C.A.S. Power Marine Ltd.
www.casmarine.com

This boat even had "drive showers". This spray of cool water on the drive units' upper gear cases keeps them cool during prolonged high speed runs. If you're the kind of guy who enjoys the thrill of speed but you want to enjoy it with your fami-

PERFORMANCE

TEST BOAT ENGINES

Test boat engines: MerCruiser 496 Mag High Output, 425 hp each, 496 ci/8.1 L V8 with sequential multi-point fuel injection running Bravo Three drives, each with counter rotating prop sets

ENGINE (RPM)	SPEED (MPH)
Idle	4.3
1,000	6.1
1,500	8.5
2,000	10.3
2,500	13.3
3,000	24.8
3,200	30.2*
3,500	35.0
4,000	38.5
4,500	46.1
5,000 (MAX)	50.6

* Cruising speed

Speed testing by Garmin
www.garmin.com

ly, Formula has this boat "dialed in" just for you.

From a standing start, this 14,000-pound cruiser only needed 9.8 seconds to reach planing speed. An ideal cruising speed seemed to be a relaxed 3,200 rpm for the big block engines but that translates into 30.2 mph. At that rate, you can get from A to B quickly and probably at maximum fuel economy...if you can keep your hands off the throttle!

This is a driver's boat with tilt steering, an angled foot rest, adjustable bolster seat with an offshore-style instrument layout and Livorsi controls. These are usually seen only on offshore performance boats. They deliver a smooth action that makes it easy to synchronize the engines even in rough water and speed. Outward vision is excellent and the windshield gives enough protection so that you can sit down and look through or stand up to read the water at speed. The steering was very responsive and the 18° deadrise vee hull cut through a 3-foot chop with ease.

Dad may buy the Formula 31PC for



Everything is within the driver's easy reach or line of sight. The sport steering wheel, classic array of analog gauges with centrally positioned electronic navigation equipment and compass all reflect the offshore performance heritage, but the sidemounted Livorsi controls really say it all!

the thrilling performance (or the amazing sapphire blue Imron paint job) but the rest of the family will think he got it so they would be comfortable.

A generous swim platform is a part of the design and includes a stainless steel boarding ladder under a cover as well as courtesy footlights for that quick dip before bedtime.

The L-shaped settee in the cockpit can handle up to seven people and has drained storage underneath. Snap-out carpeting in gray was easy on the eyes and should be easy to clean as well. The entire aft bench comes up on an electric lift for excellent engine access and with a boat that's this fast, you should check your fluid levels and your engine room's general condition before you take that blast through the rough stuff.

Also in the cockpit is a refreshment center on the port side that includes a sink under a cover, storage area with a trash locker and an Isotherm refrigerator. Most owners will want to add a barbecue on the transom or swim platform – that's the best place for it anyway. Also under the refreshment center are the battery switches and 12-volt access. It is a convenient hiding place as you come on board at the yacht club. Formula uses a composite material for the transom gate along with stainless steel caps and hardware.

To make sure that everyone stays well hydrated, Formula has included 13 drink holders.

On the bridge is a port side sun lounge seat that has an absolutely cavernous storage area underneath. This is



The twin MerCruiser 496 Mag High Output engines pack 850 horses into the engine compartment. An electronic lift takes up a section of flooring and the aft bench seat. Access is reasonable but there's a lot of machinery packed in there.

easily big enough to store your barbecue and the seat has a recliner back for sun tanning.

The helm is impressive with burl walnut trim on the dash and steering wheel (although we found that a surprising match with the Livorsi controls). The dash features traditional analog instru-



The cockpit is where owners will spend much of their time with family and friends. The U-shaped seat is large and with the refreshment area near at hand, outdoor dining will be the order of the day.



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ments including tachometer with hour meter; some other special features include the Lewmar chain counter for the electric windlass, Raymarine E80 navigation system and also an autohelm. We're not sure how we feel about the autohelm on a boat that goes 50 miles an hour! We think the captain needs to be firmly in control of this boat at all times.

Other features include the Icom VHF radio, Bennett trim tabs with LED read-outs and we were pleased to see lots of sturdy stainless steel grab rails and hand-holds carefully placed throughout.

The cabin is down three steps. Up the starboard side is a large settee with storage underneath the seats, overhead lockers and a glossy two-part dining table.

The test boat had a 23-inch LCD high definition television, air conditioning, stereo with iPod docking, curtains and attractive glossy finish woodwork in cherry.

A wise design move was to keep the forward vee area open but with a privacy curtain. Two drawers under the berth and a cedar-lined hanging locker are appreciated features. There is a very large mirrored forepeak that enhances the impression of spaciousness, opening pot-holes and an overhead escape hatch. The queen-size berth is irregularly shaped but it's positioned to the port corner resulting in a larger berth and standing headroom on the open side. There are footlights again for nighttime.

Coming down the port side of the boat, we find the galley unit; our only comment here is that you specify the



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IN SAVINGS



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The largest undercounter panel conceals the 3 cu. ft. refrigerator and with the counter filler sanctions in place, the galley unit seems especially large and functional. Notice the stainless steel rail for safety.

optional cherry wood grain cabin sole. Otherwise you get carpet. That makes a kitchen spill hard to clean up. We felt it was a top-of-class galley with a large, round polished stainless steel sink, microwave, overhead and under-

grab bar.

The enclosed head is also handled well with stainless steel sink, vanity, Vacuflush MSD and we really applaud including an exhaust fan.

With such a nice cabin in this 31-

counter lockers all with a unified look that makes it seem larger than it is. The 3 cu. ft. refrigerator is concealed behind a matching door which we like and the construction seemed particularly good with proper dovetailed drawers, Corian counter top, cutlery trays, fiddles on the shelves and more. We especially appreciated the stainless steel

footer, we weren't expecting much from the aft cabin. Well surprise! The aft cabin struck us as being really usable with a slide-out double berth, a separate 15-inch flat screen TV, attractive lighting, screened hatch and even a cedar-lined locker. Although it's open to the rest of the cabin, a privacy curtain makes it comfortable for kids or another couple at night.

On top of everything else, you get exterior features like oversized cleats, radar arch, high quality canvas and a nice centre windshield walk-through to the forward deck. The 31-foot size is big enough for comfort yet small enough to get a transient berth at most marinas. Family boat...performance boat...all 'round 'er? The Formula 31PC can be what you want it to be. Isn't it great to have choices! 🍷



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Monaro 255

SPECIFICATIONS

Beam	8' 0"
Draft to Keel	1'8"
Freeboard Forward	3'2"
Dry Weight	4,400 lbs.
Standard Fuel	54 Imperial gal.



First Impressions

MONARO MARINE will soon become a household name east of the Rockies now that they have appointed Pat Sturgeon Yachts as their Ontario-based dealer. Monaro's high quality, semi-production build philosophy has stood the test of time for this Richmond, BC builder of wonderful cruising boats that are built to take on rough seas and heavy water. First impressions: it's a perfect fit for the Pacific market, Georgian Bay and the Atlantic coasts and will have no trouble

catching on in those markets.

Canadian owned and run for 30 years, Dan Parker's family business, Monaro Marine, has built a solid reputation for building boats from 21 to 30 feet. The first boat, a 21-foot, deep V powerboat was the impetus for the Monaro focus on high quality, rough water style cruisers.

The Monaro 255 has the proven hull concept known by Monaro Yachts. With its fine entry and 20 degree deadrise, this boat ensures a dry ride, no matter what

the sea conditions. The pleasing sheerline drops very slightly from bow to stern and the hull offers an easy walk around (from aft to bow), more than adequate for this size of boat. The 8-foot beam generates a ton of internal space and the unique and stylish cabin top provides 6+ feet of head room. The visibility quotient is high in this boat and helmsman and passenger alike will be amazed at how good a view they get through the large windows. Forward, the cuddy cabin deck hatch allows further forward access.

The Monaro crew have used hand-laid fibreglass with alternate layers of mat and 24 ounce roving for the hull. The outer skin is comprised of quality vinyl ester resin and ISO-NPG gelcoat. Bonded foam is also used to provide good sound insulation and buoyancy. The superstructure and deck are comprised of a fibreglass and balsa core configuration. Interior components are a single moulded piece for the sole and bunks bonded to the hull using biaxial fibreglass made from two layers of unidirectional stands



CANADIAN DEALERS

Monaro Marine

www.monaromarine.com

Pat Sturgeon Yachts Ltd.

www.patsturgeonyachts.com



bonded together at 90 degrees. All these methods combined make a solid, dependable hull.

On board, accommodation is accessed through a neat folding bulkhead door that provides tons of storage and a full-length, double berth with more than adequate headroom. A neat shelving configuration is also available. The forward configuration allows for an easy install of a porta potty head which is a must for comfortable mixed day cruising adventures.



A neat touch is the integrated galley layout located just behind the swivel helm seat; when swung aft, it faces the starboard L-shaped galley and dinette area. The removable table is stored in the

forward cabin when it's not being used and is easily fastened on the port side ahead of the bench seat to create an adequate seating area. Storage, including an integrated utensil drawer, is more than ample with larger lockers under the galley's Arborite counter and there is more storage aft in the cockpit sides.

The port passenger seat allows passengers to face forward or aft.

As mentioned earlier, the helm station offers tremendous visibility and the integrated foot rest on the forward bulkhead is well-placed. The high windows pay dividends here. Instrumentation is easily viewed and the steering station is comfortable. An optional window defogging system is a nice touch along a recessed side pocket storage place. The controls are placed perfectly next to the seat in a recessed pocket. Monaro has also designed a functional and flexible layout for the dash configuration and the addition of extra navigational tools and electronics



can be accommodated easily.

Forward, the anchor locker and its integrated anchor bow placement leaves a lot of room for extra storage for lines, etc.

Powered by a 300 HP Volvo I/O Dual Prop, the boat has a reputation for easy handling in rough seas, as mentioned, known to have a solid and safe feeling with the ability to plane level at very low speeds. ↵

OTHER MODELS

■ 21 ■ 24 ■ 27 ■ 298

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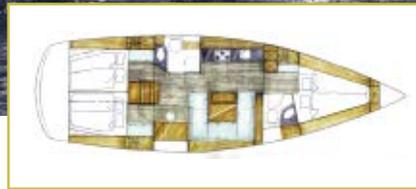
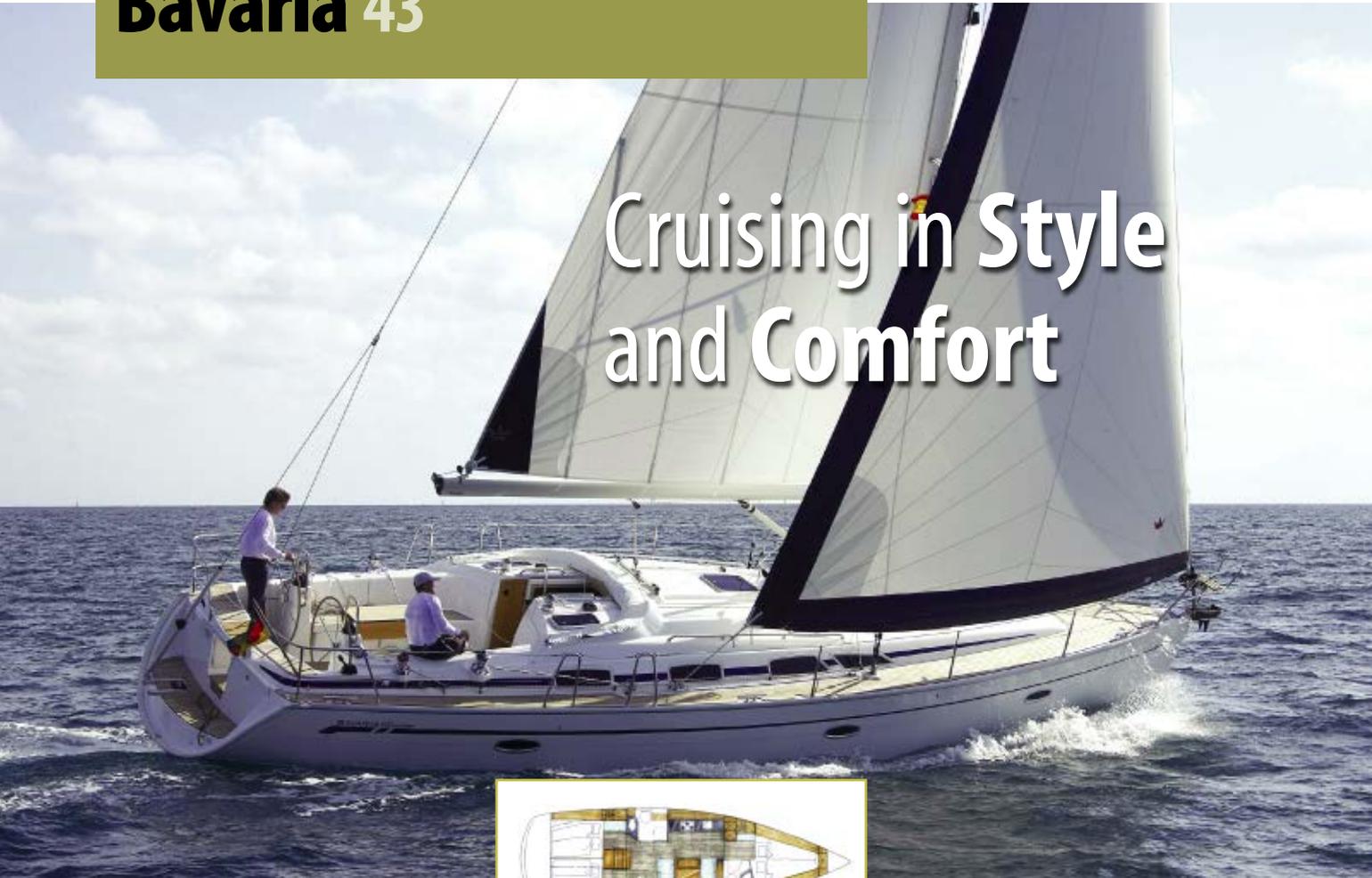
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Bavaria 43

Cruising in Style and Comfort



WHAT A WONDERFUL BOAT! To see where it came from was one thing; to sail one of the first in North America was another. The latest addition to the Bavaria cruising line is spectacular above and below decks and nowhere does it disappoint. From the large welcoming cockpit, its twin steering wheels and luxurious below deck offerings, it brings a ton of value to the potential buyer. All in, this boat will sell for just under \$300,000 Canadian and would rival any cottage investment anywhere. The live aboard attributes are stellar.

First impressions sailing: we loved the steering, visibility and to be honest the good-looking, well-cut Elvstrom

mainsail that furled into its Selden spar with ease. For those who have read my articles you are well aware of a bias I have on moving to a lazy jack systems but this configuration has finally convinced me that it can be done without compromising performance.

Under sail, this boat is a dream to steer with its solid light helm that was so well balanced we effortlessly sailed wing on wing.

Upwind, we ran at just over 5 knots in 7.9 knots apparent as a result of the wonderful hull shape and 6-foot draft keel configuration. I liked, too, the placement

SPECIFICATIONS

LOA	42.9'
LWL	42.4'
Beam	13'
Displacement	21,605 lbs
Ballast	6,834 lbs
Draft (Standard)	6.0'
Sail Area	1,017 sq. ft.
Option (Volvo Penta)	D2-40 38 HP
Fuel Tank	55 gal.
Water Tank	95 gal.
Designer	J&J Design

of the Genoa tracks tight to the cabin top allowing easy forward movement. Nice lower profile handrails placed on top of the cabin sole are well done and also well placed. The double lifelines and their



The cockpit table (with an ice box) and seating are perfectly placed and what I like to call ergonomically located; out of the way when you need them to be and perfectly functional at the dock entertaining.

stanchions are well supported through a neat integration with the toe rail and dock access gates on both sides.

Control lines are lead aft as one would expect but clearly they have done a good job in the Lewmar winch (48 for primary, 46 for secondary) placement allowing for easy handling underway.

The double-spreader Selden mast with its placement forward set-up supports the huge mainsail. The Furlex jib furling system worked extremely well under load. Aft, the split backstay control

is led to the port transom with a functional winch adjustment.

The innovations for this boat are many and varied, it's like they rethought everything to the finest detail as evidenced throughout the boat. On deck the enlarged cockpit is welcoming. The aft entry and removable seat are well done

and the twin wheel set up is perfect with engine controls to starboard. The cockpit table (with an ice box) and seating are perfectly placed and what I like to call ergonomically located; out of the way when you need them to be and perfectly functional at the dock entertaining. Eight people would be a breeze. The large teak swim platform extends the boat nicely and there is a perfect stowage box to starboard for a life raft or a generator.

Below decks the design and features continue to impress. The main cabin is wonderfully laid out with its port side galley. The integrated gimballed stove, sink and spacious counter are complemented by wonderful storage, well built cabinets, a bulkhead mounted microwave, full-size, front opening fridge and an optional freezer drawer easily accessed under the starboard settee seat.

The dining area, if you will, is to star-



The galley boasts an integrated gimballed stove, sink and spacious counter are complemented by wonderful storage, well built cabinets a bulkhead mounted microwave, full size front opening fridge and an optional freezer drawer easily accessed under the starboard settee seat.



board and is graced by wonderful shatter-proof glass fronted cabinets mounted on the front bulkhead. The U-shaped seating is spacious and comfortable and can easily sit six. The layout below allows for a wonderful open large and bright space provided by 2 non-opening deck skylights, 8 opening hatches with roller blinds and 10 opening ports with curtains. I really like the tongue and groove white hull liners as well.

The navigation station off to starboard opposite the aft head is nicely done too with its excellent space and layout and easy access from the companionway. There's tons of cabinet space and well-

placed handholds where needed.

The three-cabin layout features two heads (forward and aft). The aft one features a stand alone shower stall with a non-skid teak grate. If needed, both heads are easily accessible from the main cabin and feature mahogany cabinets

and great storage. The forward cabin is made a private suite by closing the bulkhead door allowing for a wonderful space with deep drawer storage and perfect storage hanging lockers to port opposite the forward head's doorway.

The aft cabins are identical and com-

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Catalina 42mKil 3 Cabin	42	2006	Call	CS 33	33	1982	\$42,500
C&C 115	38	2007	Call	Hunter 33	33	2004	\$113,500
Tartan 3400	34	2007	Call	Mirage 33	33	1982	\$48,495
Catalina 320 mk II	32	2008	Call	Mirage 33	33	1981	\$45,000
Odin 820	28	2007	Call	C&C 99	32.6	2007	\$159,500
Catalina 250	25	2007	Call	Bayfield 32C	32	1981	\$42,000
Catalina 22 Sport	22	2007	Call	C&C 32	32	1987	\$42,500
Catalina 18 mkII	18	2007	Call	C&C 32	32	1982	\$44,900
Catalina Expo 12.5	12	2006	\$3,900	C&C 32	32	1980	\$42,500
Hughes 48 Yawl	51	1974	\$129,900	C&C 32	32	1980	\$35,000
Jeanneau Sun Odyssey	45	2000	\$209,000	Dufour 32	32	2000	\$99,900
C&C 41	41	1984	\$89,000	Hughes 31	31	1982	\$27,000
Dufour 39 Center Cockpit	39	1999	\$178,900	Hunter 31	31	1987	\$37,500
C&C 38 Landfall	38	1982	\$69,900	Niagara 31	31	1982	\$35,500
Ericson 38 200	38	1989	\$84,000	Acadian 30 Yawl	30	1970	\$19,900
C&C 36	36	1978	\$53,500	Alberg 30	30	1969	\$24,900
C&C 36 Frigate	36	1969	\$45,500	C&C 30	30	1973	\$26,000
CS 36 Merlin	36	1990	\$95,000	Catalina 30	30	1992	\$54,900
CS 36 Merlin	36	1989	\$97,500	CS 30	30	1986	\$33,500
Beneteau Oceanis 351	35	1995	\$79,500	Grampian 30	30	1974	\$19,500
Endurance 35	35	1984	\$92,900	Hunter 306	30	2003	\$85,000
Goderich 35	35	1981	\$85,000	Knarr 30	30	1969	\$19,000
Niagara 35 MKI	35	1980	\$59,800	Mirage 30SX	30	1986/90	\$34,500
Scorpio 35	35	1980	\$24,000	Odyssey 30	30	1987	\$59,900
CS 34	34	1991	\$85,000	Bayfield 29	29	1983	\$26,500
Catalina 34	34	1989	\$68,500	C&C 29 MK II	29	1983	\$29,000
Catalina 34 MKII	34	2000	\$115,000	Mirage 29	29	1987	\$37,500
Jeanneau Sunrise	34	1986	\$48,500	Coronado 28	28	1980	\$15,900
C&C 33 MK II	33	1986	\$49,000	HR 28	28	1964	\$7,500
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The placement of the Genoa tracks tight to the cabin top allow easy forward movement.



The navigation station boasts an excellent space and layout and is easily accessed from the companionway.

portable with twin bunks and hanging lockers for each. They are bright and naturally lit through windows in the cockpit area.

Bavaria hit this one out of the park; it's a great boat and a testament to just how far the Bavaria production boat methodologies have come along balancing quality, function, performance and price. ↗

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- Cruiser Series
■ 31 ■ 34 ■ 38 ■ 40 ■ 43 ■ 47 ■ 51
- Vision Series
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- www.bavariayachts.com

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Yamaha's Pulse Width Modulation inverter system produces electricity clean or cleaner than residential power so you can run computers, satellite television, DVD and more when cruising or camping. It has an electric start, an automatic choke and Yamaha's Smart Throttle technology that automatically adjusts the engine's speed to match power demand.

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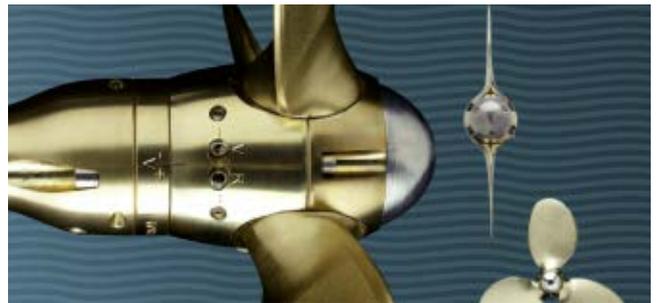
Cobra's MR F300 BT Bluetooth waterproof handset is the loudest and clearest way to make and receive cell phone calls on your boat! You probably know that water can damage or ruin a cell phone and most people have a difficult time making clear calls while underway or in windy conditions. Cobra's MR F300 BT solves all of these problems. The MicroBlue Technology Bluetooth Wireless Technology includes a unique noise canceling handset, noise-muting technology for crystal clear communication and calls are heard through the unit's powerful speaker. Submersible for 30 minutes in one meter deep water too!



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VariProp

New Hi-Tec Feathering Sailboat Propeller Trumps Fixed Props



SPW G.m.b.H, sailing propeller specialists in Germany, have announced the production of their new VariProfile feathering propeller offering greater efficiency than a twisted standard fixed prop, combined with lower drag than a folding propeller. The full pitch adjustability forward and reverse of the proven big brother VariProp have been maintained. Actual one-on-one comparison tests with a 3-blade fixed prop have shown the VariProfile to be 7% faster with 35% less fuel consumption at the same rpm; a real "Green Bio" Prop. Dragging a fixed propeller through the water is now a thing of the past!

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- The GPSMAP 5015 features a worldwide basemap with high-quality satellite images in place of more traditional maps. For even more detail, you can add maps easily with the SD™ card slot without having to connect to a computer. The 5015's huge XGA screen displays graphics with crisp, video-quality resolution. To keep tabs on your engine room or another area of your boat, you can also connect a live video feed with the 5015's video input option.

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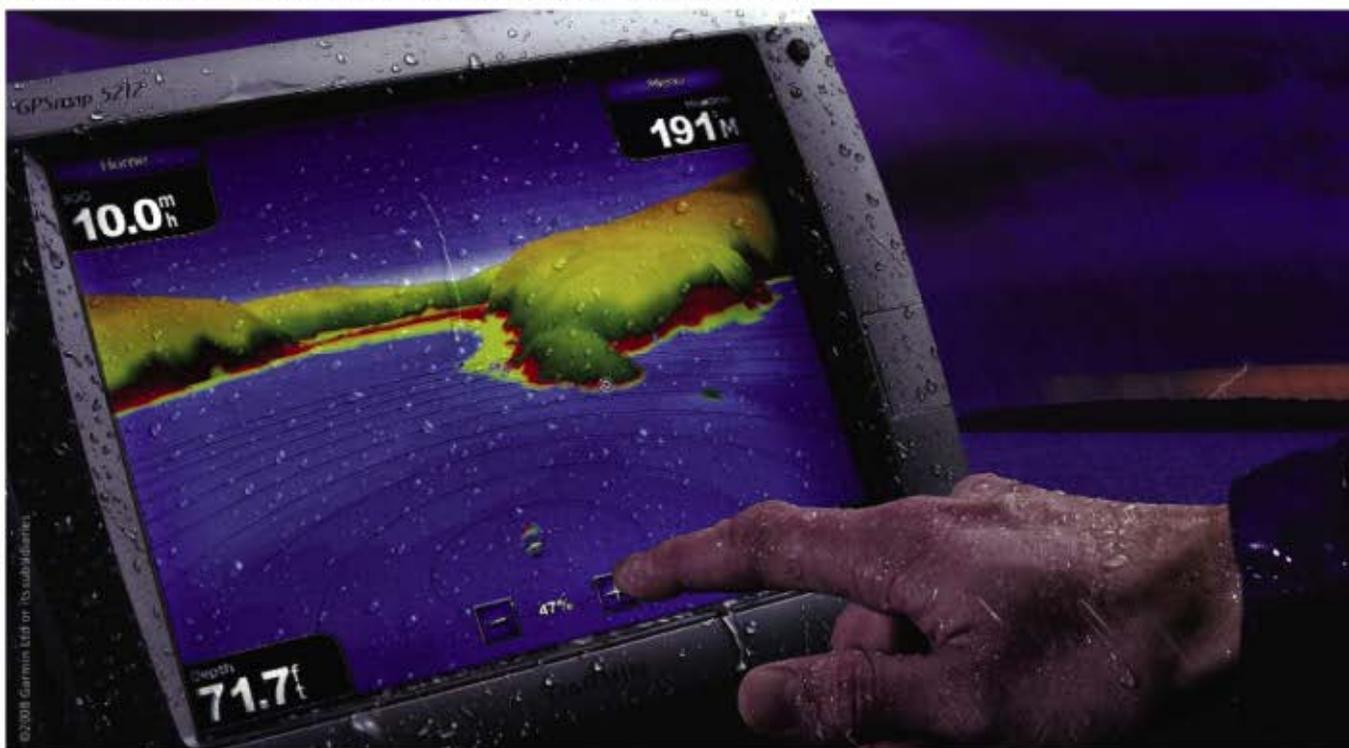
With optional BlueChart g2 Vision SD cards, you can add a whole new dimension of exceptional features to your chartplotter.

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The 5015 connects easily to the high-speed Garmin Marine Network, so you can interface with additional MFDs and add remote sensors. Once connected, you can share information between the 5015 and other chartplotters on your boat. You can also add high-powered radar, sonar, and XM satellite weather and radio to your system.

GPSMAP5015

Touch Screen!



GPSMAP5012

Touch Screen!



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- Optional BlueChart g2 Vision Card for even more mapping capabilities
- CANet capable- fewer buttons and operation steps for a new easy user interface
- 20 saveable routes - 1,500 waypoints - Tide tables - Sun and moon information



GPSMAP 525S ...same as above with built in Sounder (transducer optional)

Compact, Easy to use Chartplotter

- 4" diagonal display with 240 x 320 pixels QVGA colour display - Supports AIS
- Built-in worldwide basemaps - SD card slot - 10,000 point track log
- Optional BlueChart g2 Vision Card for even more mapping capabilities
- CANet capable- fewer buttons and operation steps for a new easy user interface
- 20 saveable routes - 1,500 waypoints - Tide tables - Sun and moon information

GPSMAP420 Chartplotter



GPSMAP 420S ...same as above with built in Sounder (transducer optional)

Oregon300



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Touch and Go - Oregon 300 leads the way with a tough, 3-inch diagonal, sunlight-readable, colour, touchscreen display. Its easy-to-use interface means you'll spend more time enjoying the outdoors and less time searching for information.

Explore More - Oregon 300 comes with a built-in worldwide basemap with shaded contours. Simply touch the colour screen to navigate.

Share Wirelessly - With Oregon 300 you can share your waypoints, tracks, routes and geocaches wirelessly with other Oregon and Colorado users. Now you can send your favourite hike to your friend to enjoy or the location of a cache to find. Sharing data is easy. Just touch "send" to transfer your information to similar units.

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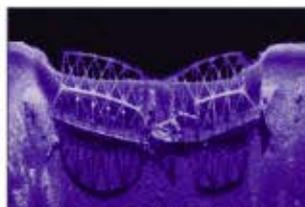
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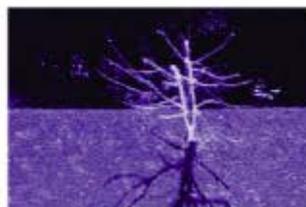
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Tartan 4300

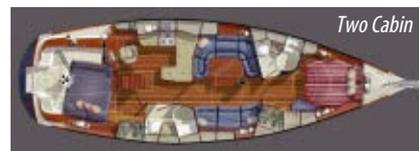
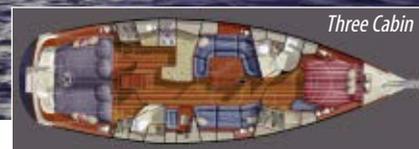
Classic Performance for a Tough Customer

THERE IS SOMETHING about a Tartan that stops you in your tracks – that makes you look again. It's a beautiful boat that meets the demands perfectly of anyone who wants a comfortable and somewhat elegant option for their offshore adventures. The classic long waterline look is becoming unique in its own right. The evolution and ever increasing presence of the tear drop windows and sloping decks more truly represent the – if you will – *avante garde* designs we are seeing in more and more boats.

Here, Tim Jackett has matched traditional profiling with the latest in technology and trends perfectly. I am a real fan of the low coach roof look, I must say, but I

am just as impressed with how the Tartan team (under Jackett's leadership) has made a boat that truly performs. From the extra thick teak floors below to the use of the latest in composites and rig technology, the 4300 has just a bunch of great features that must be considered.

From the dock, you are immediately taken aback by the wonderful white composite mast and pocket boom system. The double spreader rig and tall tapered mast easily support a larger roached full batten mainsail that slides up the mast with ease, utilizing the Harken Bat Car system. Of note is the use of composites to build the keel stepped spar that's lighter and stiffer than aluminum and



SPECIFICATIONS

LOA	4308 ft./1313 m
LWL	3786 ft./1154 m
Beam	1358 ft./414 m
Draft Fin	825 ft./251 m
Draft Beavertail Keel	583 ft./178 m
Fuel	60 gal./22712 l
Water	120 gal./37854 l
Auxiliary	56 hp diesel
Designer	Tim Jackett



Below decks, it's bright with its well-fitted cherry wood-working welcoming throughout. The L-shaped galley is to port just forward of the Nav station. It has 9" deep, double sinks with premium marine grade galley faucet and manual foot pump with swivel spigot.



The large ensuite head is perfectly configured with a nice shower.

ensures great stability and solid sailing dynamics. In fact, the lighter mast aloft provides an offset equal to 500 kg of crew weight on the rail.

Tartan's moniker is Cruise Control Rig that also boasts a 100% self-tacking jib

and an optional 150% reacher. The out-board tracks for reaching are a nice touch. The two Harken furlers work perfectly and I must say the pocket boom well placed above the cockpit is a wonderful feature, allowing almost effortless stowage of the huge mainsail with an integrated simple zipper system for the mainsail cover.

Our test sail gave us a crossrange of wind conditions from 7 knots gusting to 14 knots. The boat was wonderfully balanced and stiff and its ability to point high was not compromised at all by the low CG beavertail keel (3,062 kg.) that we think is the perfect length at 5'10". This is a cruising keel that has solid sailing dynamics. Upwind speed was an easy 8 knots and steering and visibility were wonderful.

On deck, the ample cockpit is graced by a large single 48-inch, leather-covered steering wheel and the expected storage lockers. A nice easy walkthrough transom allows access to the swimming platform.

Four Harken self-tailing winches and the control lines are well placed for easy

control and trimming. Double lifelines are well mounted and strong; there is more than enough passageway forward; one would feel most comfortable in any weather if the need to move forward arose.

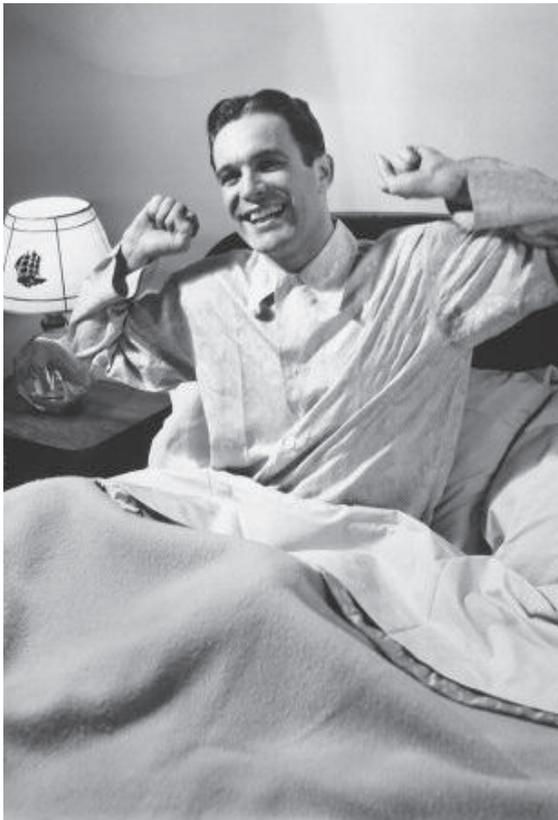
Below decks, ventilation is more than adequate with our classic Dorade vents, 6 deck hatches and 14 opening portlights. It's bright with its well-fitted cherry woodworking, and welcoming throughout; the layout – available in both two-cabin and three-cabin – all center around a wonderful living space. The navigation station is, to say the least, decadent; and the central dining area is graced by a perfect wraparound settee. To port, the settee can be converted into a double berth when required, allowing for seven people on board in the two-cabin configuration and nine in the three-cabin layout. Our test boat came with the single aft cabin layout with an athwartships double berth that presented a great live aboard space for guests. This configuration allowed the designers to have a larger port storage locker under the port cockpit seat.



Forward, the owner's cabin has a neat island double bed allowing easy access and there is wonderfully designed storage below with the aft facing drawer system.

The L-shaped galley is to port just forward of the Nav station. It has 9" deep, double sinks with a premium marine grade galley faucet and a manual foot pump with swivel spigot. Counters are Granicote and available in several designer colours. There is ample storage under the galley sink through ventilated raised panel cherry doors and a hinge out galley trash bin. There is a moulded icebox with Granicote solid surface counter tops and 4" foam insulation for front and top load access with an insulated divider in box. The gimballed stove is well placed for cooking underway in any seas.

Forward, the owner's cabin has a neat island double bed allowing easy access



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TARTAN 4300



Four Harken self-tailing winches and the control lines are well placed for easy control and trimming.



The pocket boom is well placed above the cockpit allowing almost effortless stowage of the huge mainsail with an integrated simple zipper system for the mainsail cover

and there is wonderfully designed storage below with the aft facing drawer system. The large ensuite head is perfectly configured with a nice shower.

All in all, this boat is a wonderful

balance of style, function and technology that's hard to match and it would be a wonderful choice for those who want luxury and performance rolled into one. ↵

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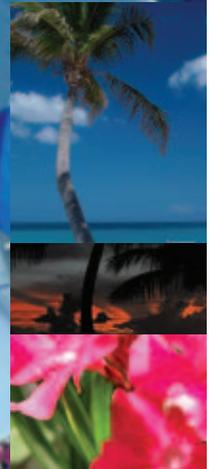
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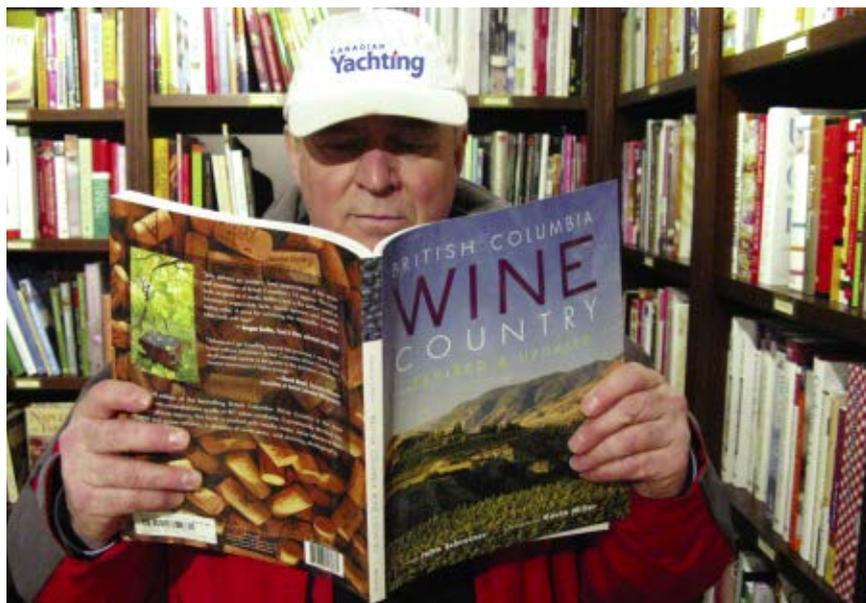
The Galley Guys Work the Vancouver International Boat Show

By Greg Nicoll with Frank Leffelaar and Friends

THE GALLEY GUYS hit the Vancouver International Boat Show (VIBS) running. All day long, we were checking out new boats, looking into ice lockers, peeking into storage compartments, seeing what's new for gourmet cooking onboard and being forced to live on "show food" by day. By night, however, we could be found researching Vancouver restaurants that cater to hungry boaters. Our mission was straightforward; find great dining establishments that are easily accessible, restaurants with incredible views of the water, kitchens that serve great food and sommeliers that specialize in award-winning BC wines. Some of my colleagues from the boating community might see this as an overwhelming challenge, but for the Galley Guys this is a mission from heaven.

VIBS started off with some very tough weather conditions: wind, rain, snow and foreboding gray skies. Attendance on the first day was low and our spirits were severely tested. We decided on a cruise across False Creek on the Aquabus over to Stamps Landing and an evening at Ocean 6 Seventeen. The company was great, Frank Leffelaar, Marketing Manager for Mustang Survival, a real 'foodie' and wine expert; Diana Becker, a great story teller and the owner of Chef & Chauffeur; and, Cate Simpson – a well known ambassador for the BC restaurant scene.

Highly recommended are Chef



Richard Vilus' Fish Stew, a tomato broth, with root vegetables and saffron oil, a starter that should be a whole meal, pan roasted wild spring salmon with goat cheese and the most delicious and colourful risotto I have ever seen. This was followed by what the locals recommended – elk with a cedar marinate escalope, organic vegetables and lentils du pays. All this and a bottle of Kettle Valley Merlot made for a great recovery of the day and provided us the will to get back into show mode the next morning.

Day two of the Vancouver Boat Show started with a strange and wonderful sight; the sun had broken through and long line-ups stood waiting for the boat show to open. Busy days like this make

the hours fly by and we decided to celebrate this by visiting The Lift – one of my favourite bars in Coal Harbour – located just beside the Westin Bayshore Hotel. We thoroughly enjoyed a glass of Pentage Pinot Noir while basking in a perfect view of the harbour and many of Vancouver's most beautiful yachts.

The festivities then moved up the street to the Raincity Grill located on English Bay in the heart of Vancouver's West End, one of the city's best-loved locations. With views of the Pacific Ocean and the coastal mountains, the primal forests of Stanley Park steps away, any remaining tiredness from the boat show was replaced by the friendly greeting from General Manager & Sommelier



and ask the experts why this cruel injustice takes place. The afternoon was spent at the Taylorwood Wines store in Yaletown, the very hot and trendy restored area of downtown Vancouver. They stock wines from 60 BC VQA wineries and were most informative and knowledgeable.

BC wines have come a long way in the past few years and there are many choices of styles and varieties, from both cool and hot growing areas. Smaller wineries are the rule, so when wines are released, many in small quantities of just a few 100 cases, they get snapped up by restaurants and the many local wine enthusiasts. BC counts 136 grape wine wineries spread over five wine regions (designated viticultural areas) namely Okanogan, Similkameen (about 500 km from Vancouver), Fraser Valley (50 km south of Vancouver), Vancouver Island, and the Gulf Islands. In 2006, BC produced more than 12 million litres of wine, 48% white and 52% red. In 2007, 7,500 acres were planted. The region grows more than 60 different grape varieties. From cool climate grapes that are found in the

Brent Hayman and the warmth of this restaurant.

If you want fresh and to get close to the region that that you are visiting, sit and savour The 100 Mile Menu at the Raincity Grill. Chef de Cuisine Peter Robertson wanted to create a menu working with local products and, in 2006, created The 100 Mile Menu at Raincity. It's sometimes tricky to have every ingredient on the menu grown within a 100-mile radius, but the results are awesome. Our dinner at Raincity Grill was most memorable. The 100 Mile Wine List (cheekily referred to as diet) featured some rare and unique wines from Vancouver Island selected by Brent himself.

One of the highlights of our meal was the Venturi Schulze Millefiore, a fragrant sparkling wine with elegant floral and grapefruit aromas made with Siegerrebe and Ortega grapes and served with a salad of smoked Langley trout and BC spot prawn, organic greens, sake emulsion.

The "show stopper" was a Venture Schulze No. 3 Brandenburg. After harvesting and pressing the grapes (predominantly Madeleine Sylvaner), the juice is gently simmered over an open fire to

concentrate the natural sugar, acid and flavours, after which it is fermented with a special yeast from the property. The fermentation lasts a full year. The wine is then matured in new French oak. This sweet amber wine is named for the No. 3 Brandenburg concerto. Its rich, earthy, smoky, caramel-coffee notes paired wonderfully with Grilled parsnip "red fire" pound cake poached apple, honey bavaois. Day two at the Vancouver International Boat definitely ended on a high note for the Galley Guys.

Saturday morning was just like Vancouver – raining, grayish and a little chilly for mid-February, but faithful of Vancouver it turned out to look, smell and touch this show, produced by the BC marine Marine Trades Association and run by the National Marine Manufacturer's Association of Canada. One aspect we enjoy about this show is getting to try a few of the BC wines that are 'all but impossible' to get outside of the province. We took it upon ourselves to look into this dilemma





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Galley Guys

The Cannery
Seafood Restaurant



Germanic countries and Burgundy to Bordeaux and Rhone varietals; there are also a few hybrids like Marechal Foch and Bacchus that produce interesting wines.

On your next trip to BC for a charter or cruise, we highly recommend that you do your homework before leaving the dock. Take a trip to Taylorwood in Yaletown or Liberty Wine Merchants on Granville Island and spend some time at www.bcwine.com. You might also be interested in a sailing winery tour available through Cooper Boating that stops at five different wineries (boasting the opportunity for a future Galley Guys article).

Our trip to the wine store was very painful. Although we talk about BC wines, we did not get to taste them and there we were with parched palettes and

a need to do more research.

Get thee to a cannery! The Cannery Seafood Restaurant has been a legend in Vancouver since 1971. It displays a collage of nautical artifacts and huge windows offering a spectacular view of Burrard Inlet. Especially memorable for us was the lobster-based oil with balsamic vinegar for dipping on the homemade bread along with the fennel & BC octopus salad. The salmon Wellington, the house specialty, lived up to its reputation and the Burrowing Owl Pinot Noir complemented the dish superbly.

The Galley Guys made a special note to come back in the warmer season so they could tie up to the Cannery's 140-foot dock and spend an afternoon and perhaps dinner enjoying West Coast cuisine on the waterfront.

As the Vancouver International Boat

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came to a close, the Galley Guys were tired, but not hungry. The show is a great place to not only see all the new boats but also a great place and time to prepare for a summer of cruising in the Pacific Northwest and enjoy one of the greatest culinary centres anywhere! 🐼




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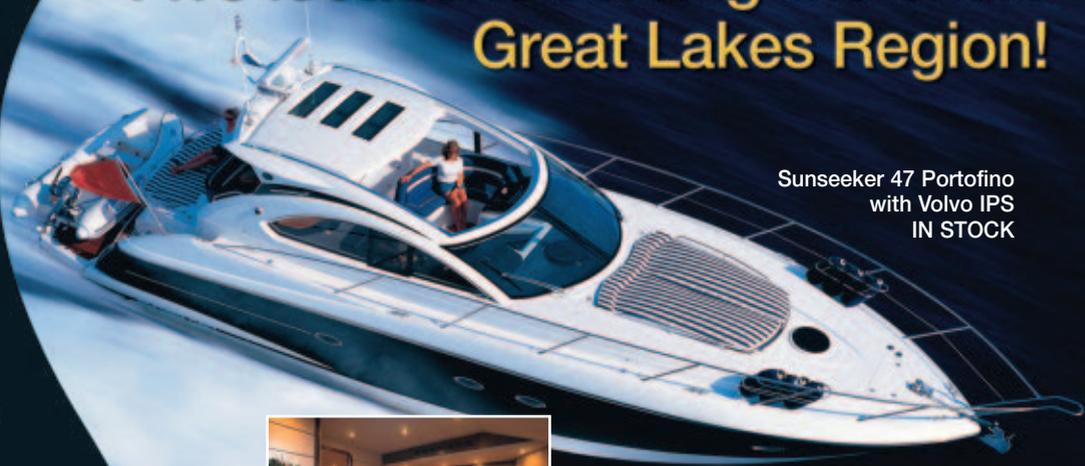
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The Pleasure Craft Operator Card 10 Years Later

TO SOME, the question of boat operator training is not even a question, it's a given – be sure you know what you are doing before you get in over your head. To others, the idea of any sort of boat training is blasphemy – a threat to their freedom to cruise the waters at will. If someone is stupid enough to be dumb in a boat and be dead in the water, so be it. It certainly won't be them. But nobody leaves the dock planning not to come back, so if it wasn't them, who was it?

Statistics showed that in the '90s close to 200 people died each year in boating activities. Year in, year out, similar incidents were repeatedly claiming the lives of Canadians. Predominantly the victims were male between 18 and 55, many incidents involved alcohol, over 90% were not wearing their life jackets and although there were deaths due to trauma (e.g., collisions), most resulted from boaters ending up over the side and in the water – involuntarily. Then there were emerging issues of carbon monoxide poisoning and new, faster and more maneuverable watercraft that seemed to bring the daredevil out in everyone, especially teenagers.

Don't forget; we are talking about Canada where annual statistics really only mean the few months we call the boating season. Yes, west coasters get a longer season but even for Pacific boaters the damp cool months of the winter and

shoulder spring and fall months are not conducive to an enjoyable day.

The repetitive high number of injuries and fatalities resulted in the government, with huge support from police agencies and boating associations across the coun-



try, saying enough was enough and that Canadians required some sort of training before heading out on the water. What came to pass is the requirement for boaters to prove that they had the basics under their belts. They could do this by showing that they had taken a boating course before 1999 that did not necessarily meet any set standards (grandfathering) or for the vast majority of boaters, they could write a test of 36 questions and if they got 27 correct (75%), they obtained their Pleasure Craft Operator Card (PCOC). The government in its wisdom knew it could not create a training department for boaters, so it worked with existing boating associations and created a standard for a course and test that private entities, to become known as

Accredited Course Providers, could use to produce a curriculum and exams to offer to the public, the market driving the price for these services.

Beginning in 1999, the PCOC regulations were phased in over 10 years. First, anyone born after April 1, 1983 required the card – in 1999 this was aimed at the young people less than 16 years of age just getting into boating with the hope they would start their boating adventures off in a safety minded manner.

Note: This date was “anchored” which means today anyone who is 26 years or younger should already have their PCOC.

Next in 2002, anyone operating a vessel less than 4 metres required their card – this targeted the problematic small open boats that people were falling out of as well as the exploding numbers of fast and exciting Personal Water Craft (PWC) entering into the market. Finally, after 10 years, anyone and everyone operating a power-driven recreational boat required the card.

That brings us to today, the boating season of 2009; it's been 10 years! How is it working? Well, the date to have your card is in fact September 15th, 2009 – no excuses. Not having your card will result in a fine of \$250.00. Getting the card can cost as little as \$35. Probably only half of all boaters have their cards; that means there will be a rush in the

coming months, and in a rush we all know people will be looking for short cuts. The market will surely provide them, but at what cost to safety?

This has been the challenge for the PCOC program. Boaters just want to get out on the water and although most know that spending a day in a course (especially during the off-season) learning through instruction, example and discussion and then passing the test will make them a better boater, many opt for simply challenging the test. Many course providers have promoted this to the extent that if you don't pass on your first attempt, you don't pay, so try and try again. This was not the form of education that the supporters of the PCOC had in mind.

Between when the concept of the boat operator training idea originated and today, the Internet has become the conduit of information and commerce and therefore the most convenient way to get your card. But in on-line education, how is it determined that the person writing the test is in fact the person whose name is going to be on the PCOC? How is it verified that they are not getting the answers from a friend sitting beside them or reading it from a book? It cannot be verified and that is the issue for the powers that be today in Transport Canada and the course providers who are suppos-

edly proponents of safety on the water. But the decision truly rests with the boater – the person who is going to be out on the water dealing with whatever Mother Nature or that other “uneducated” boater might throw at them.

And that is the exciting part – boaters are now demanding more than just a test or a classroom session. The PCOC was always thought of as the basic level of education and that boaters should pursue more lessons from organizations like the Canadian Power and Sail Squadrons (CPS) or the Canadian Yachting Association (CYA). Now demand for actual on-water training is growing and in the Muskokas and other parts of the country, new on-water education is available that sees mom and dad ensure that they both know how to actually operate a boat safely and that their children do as well. These companies are going to takeoff – practical training and a PCOC to boot!

The overall impact of the PCOC has been positive. Statistics now indicate that the fatality rate is down to 150 persons a year. While one fatality is one too many, a 25% decrease is worthy of a pat on the back and that pat can be shared amongst many folks; those in the government who had the gumption to put the idea on the table, the

enforcement and safety agencies who supported it, the course providers who came forward to present it and the boaters who have accepted it and employed their new knowledge on the water. There is no question that now that boaters either have their card or know they need to get it or pay \$250 for not having it, many have safety on the mind as they walk down the dock to go boating.

So it's January and we all have a few bleak winter non-boating months ahead of us. Is there a better time to pursue your and your family's PCOC? And since you can't run down the dock and get out on the water tomorrow, why not get the PCOC the right way? Scout around and evaluate the course providers and their products. Purchase one of the better course manuals and either home study around the kitchen table with the family or sign 'em all up for a one-day course. Then, when you write the test and pass, not only do you have your PCOC in your pocket, you truly have a bunch of boating safety information in your head.

It's 2009; you need your PCOC. Doing nothing may cost you \$250 or worse, a really bad day on the water. Spending a few dollars today to pass the winter away and learn to be that much safer on the water will be...as they say...priceless. 🙌



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Peter Wood Now at Helm of CYA

CY: How did you first get involved with the CYA?

PW: I volunteered with the Ontario Sailing Association (OSA) in the mid 70s. I got elected Zone Chairman for Eastern Ontario and with two other friends started a grassroots program called Sail Nepean based on Sail Ontario that ran in Toronto. I was also a member of the CYA Development Team, sailing a 505. At that time, I was eating and sleeping sailing.

CY: When did you join CYA?

PW: I was working as an economist when Alan Broadribb left the CYA to join the Laser class; it was 1979. As a bona fide sailing enthusiast, I applied for and got his job as Technical Director of Racing.

CY: What did you most love during your career at CYA?

PW: The best part of the job was visiting the yacht clubs across the country and helping them run national championships, training camps and seminars. I have met, been guests of and still have many friends who are yacht club members – from St. Johns, Newfoundland to Victoria, BC.

CY: Why did you leave in 1999?

PW: I was burnt out. I spent a lot of time and energy putting together the CYA's Pleasure Craft Operators Card (PCOC) program in addition to my other CYA duties as Training Director. In the end, I wasn't sleeping; I was getting short with people. It was time to take a break.

CY: You took a keen interest in disabled sailing. Why?

PW: It's the people. When I was 14, I

went to a ski racing camp and met one of the other skiers, Tom Parker. Sadly, Tom had a major accident and became paralyzed. We became reacquainted when I started volunteering at the Nepean Sailing Club; Tom was one of the first participants. We became great friends and as I got to know other participants in the program I realized that we could really make a difference. I also got to appreciate



what they could offer me – the understanding of how life has been very good to me – especially the sailing.

CY: So, now you are back.

PW: I had been following the changes taking place with the CYA board, most significantly its move to a strategic board of eight members from a functional board consisting of 21. The board has been wrestling with finances and needed to balance its budget. Two senior management positions were replaced with one, filled by a person with a passion for the sport and who knows the key players within both the sailing community and the government supporting agencies. I am only here on an interim basis. The board is searching for a permanent solu-

tion – a CEO who has the skill set to work with a wide range of competing diverse constituents.

CY: What is your first challenge?

PW: I have two "first challenges". One is to support the staff who are running the programs that impact our members – the coaches in the field who are training our Canadian Sailing Team. They need real resources to put (some of) our Canadian sailors on the podium in 2012.

The other challenge is to make sure that on March 31, 2009 (CYA's year end), that we have a surplus. This will be a challenge given the general state of the economy and the bailouts that are occurring all around us.

CY: Any thoughts on CYA's activities over the past five years or so?

PW: CYA has been trying to be the biggest boating organization in Canada; we all know that biggest is not always best. Our resources were spread too thin. We need to stick to what we do well: Learn to Sail; Learn to Cruise; and the Race Management Training programs. We need to invest in these and in sailor progression to the Canadian Sailing Team. The move from recreational competitive sailing to the world of International competition (leading up to the Olympics and Paralympics) is huge and will require resources and co-operation among the CYA, the provincial sailing associations and Canada's larger clubs.

CY: What needs to be done to bring the CYA value proposition back to clubs and their members?

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SEPTEMBER 2009

SUNDAY	MONDAY	TUESDAY	WEDNESDAY
30	31	1	2
6	7	8	
13	14	15	
		22	
		29	
27	28		

MUST HAVE
CARD!



PW: We have not done a good job marketing the services the CYA and its provincial sailing association partners have provided to the clubs. Most sailing club members have taken a lesson at some point in their sailing careers – likely taught by a CYA-certified instructor. CYA’s turnkey instruction program is provided to clubs at no cost. When they hire CYA certified instructors, they get a person who has been properly trained, evaluated and is covered by liability insurance.

Many club racers are not aware of the work that goes into revising the rules every four years or the process of training and certifying CYA judges so they will get a fair and impartial hearing at their protest hearing. Once clubs start to appreciate all the work that has been done and continues to be done by CYA

for their members, I am confident they will see the value of their memberships.

CY: Will you stay sail only?

We are not a sail only organization. We do have “on-the-water” training for inboard and outboard powered boats and we represent our power boating members in front of government agencies.

However, sail is the core of our business. Our government funding is based on our long-term athlete development model and how our services and programs support our elite athletes. In addition to being a national sports governing body, we are also an association of clubs and must provide services that meet their needs. Our member clubs are not just for sail only and we recognize that many of our programs must service both their sailing and power members.

CY: How do you see the new board con-

figuration working?

PW: The move to a smaller policy-based board is a major shift for the organization. As the Executive Director, I am now completely responsible for the operations of the CYA, without the assistance of the former board Executive Committee. This requires us to modify the roles of staff and volunteers. Transition to a new structure at all levels of the organization is difficult. Many of our committees and staff roles have remained unchanged for many years. However, this is our opportunity to make change, find new volunteers and take CYA into a new, better and stronger future.

CY: Are you really setting the groundwork for a new CEO or will you perhaps stay?

I don’t think staying is in the plans. Living between Kingston and Ottawa is a challenge for us. My wife, however, is an active sailor, so she is very understanding.

First, I want to get CYA’s financial house in order again. Only with a strong financial base can we do things to revitalize the organization. Second, I want to support the Canadian Sailing Team program. The developmental side, except in the single-handed classes, has suffered in the recent past. We need to create more depth and develop clusters of athletes working together much like the Solings did in the early 80s. The third thing working with the board to implement the new governance structure. Similar to other successful sport’s organizations, the role of the Executive Director is going to change dramatically over the next few months. He will have more authority and will also be directly responsible for how successful the association will be in the delivery of its programs.

CY: How can the sailing community help rebuild the CYA?

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PW: As a not-for-profit organization with limited funding, we depend on volunteers to make things happen. As we move forward with the new structure, we are going to be looking to recruit even more volunteers to help us. We know that the sailing community has outstanding people in it. We want to recruit the best of them to help us grow and prosper. We also recognize that on the elite athlete side, there is never enough money. Success in 2012 is dependent on finding more resources. Financial and in-kind support for our future Olympians and Paralympians is always welcome.

CY: What's your forecast for 2012?

2008 was definitely an improvement over 2004. We had three boats in the top nine, two medals and were top country at the Paralympics. I would hope that we will achieve two medals in the Olympics in 2012 and another three boats in the top eight. One of our major issues is that we are only strong in five out of ten Olympic classes. Where do we spread our resources? In the Paralympics, our big issue is depth; our top sailors are definitely among the world's best.

CY: Disabled sailing is obviously close to your heart. What needs to be done here?

PW: We need to recruit more sailors into the competitive stream. We have a number of great programs in Canada but they are primarily recreation-based. When I attend Mobility Cup, I witness sailors who are trying to develop their racing skills by themselves. With a club-based, training group, a dedicated coach and regular practice times, these sailors would improve quickly, enjoy racing more and would likely be more keen to enter competitions in the paralympic classes.

Basically, we need clusters of sailors working together with dedicated coaches at supportive yacht clubs to move the program forward. ↵

Vendee Globe...

Countdown to the Start



Once in a lifetime opportunities are sometimes easy to miss. I have been volunteering for Spirit of Canada for several years, so when I got the chance to go to the start of the Vendee Globe, I saw my chance and took it; missing this event wasn't an option.

The Vendee Globe is the most gruelling event on the planet. It is a non-stop, around-the-world race sailed solo, without assistance. As you know, Derek Hatfield, the lone Canadian participant, has worked for five years building an Open 60 to compete in this race. Sadly, a fellow competitor, Gerry Roufs, the only other Canadian to participate in this race, was lost at sea just before Cape Horn in 1996.

The race starts from Les Sables D'Olonne a small fishing village in the Vendee region on the west coast of France, a four-hour train trip from Paris. Every four years, starting in 1989, this little town

transforms into race village and hundreds of thousands of people visit.

This is the excerpt from the story of my experience during the three weeks leading up to the start of the Vendee Globe. For the full story, go to www.cymagazine.ca and hit RACE WEEK!

OCTOBER 16: I arrive at the train station in Les Sables D'Olonne at 9:30 pm. Patianne and her daughter Sarah greet me. Once settled in, Derek joins us and, in true French tradition, we drank wine and ate cheese until midnight. (Sarah actually didn't drink much wine.)

The next morning, we head to the boat. We arrive at the dock before dawn; the view of the other race boats is amazing. Seeing Algimouss Spirit of Canada tied up along 29 other Open

continued on page 122

LIFE'S TOO SHORT
TO SIT AT THE DOCK



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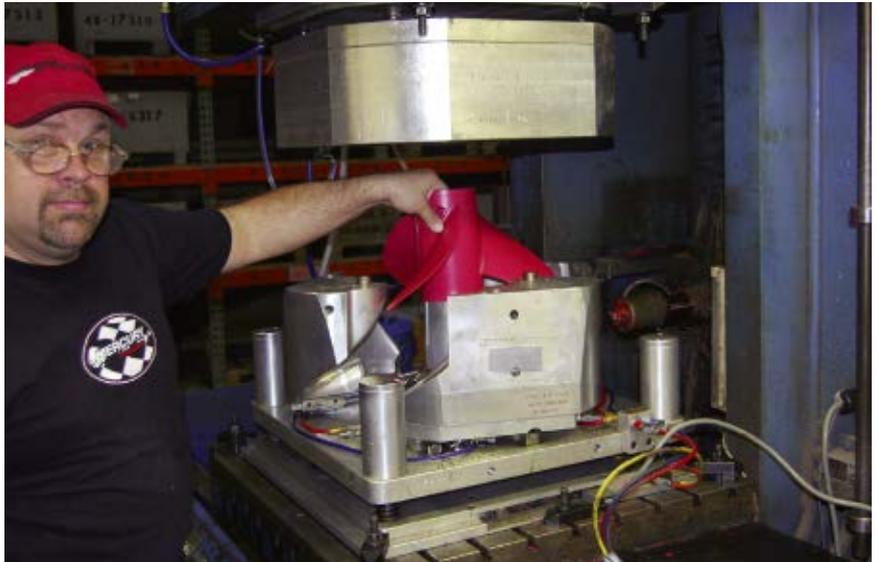
DOESN'T A PROPELLER look simple? Visually, the size and shape makes it obvious that a propeller kind of "screws" its way through the water and to a casual observer, it looks to be one of the simplest parts on the whole boat.

Well, it's exactly the opposite. Your propeller is the unsung hero of boating. It's probably the single most complex piece of engineering on the boat. The size and shape of the blades and their angle to the hub are just the start of the story. The thickness of the blades, the rake and angle of attack at various points along its length, the finishing of the blade edge, whether or not it has any "cup". These are all factors and there are many more.

Change just one and the performance changes.

Two miles per hour; that's what we lost when we accidentally backed out a little too far and at idle speed in gear; our prop blades just kissed the edge of a rock. After that, the GPS revealed that the boat was running 35.7, not the previous 38 mph. We still got the maximum revs too...just not the speed.

We put the boat on the trailer and looked at the propeller. At first glance, the prop looked to be OK. Expert examination showed that it was out of "index". Index is the space between the blades. Our almost unnoticeable accident could also have put the prop out of "track". Track is the relative height of each point. Sometimes a propeller strike bends all blades equally. The GPS does not lie



Incredibly, Mercury has over 500 different wax patterns for propellers. They make a die cast wax pattern in a special wax formulation that later gets recycled. The wax pattern is coated in colloidal silica sand and slurry of binders like a milkshake to build the ceramic up to five layers.



The ceramic shell is the "investment" in investment casting. The technique goes back to 4000 B.C. While aluminum can be cast in a metal die (making it less expensive), molten stainless steel at 3,000° would simply weld itself to any kind of metal die. Only a ceramic shell can take the heat and later, it has to be smashed off the part.

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The ceramic shells dry in temperature and humidity controlled rooms before going to an autoclave that removes the wax. Next, the now empty ceramic shell goes to a "burn-out" furnace that heats it to 2,000° F to reduce thermal shock in the "pour", burning out any remaining wax and strengthening the shell.

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though. We immediately lost 2 mph off the top speed.

Even minor prop damage can set up a noticeable vibration at various speeds that can cause future damage to gears, seals and drive train parts. Of course, performance and fuel economy can suffer too!

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times even free and you can do it this winter when your boat is in storage.

This winter is the perfect opportunity for you or your marina to remove your prop and have it checked out. Often, there's only a nominal charge for a prop check that could reveal damage that could be costing you lost speed, wasted fuel, or excess engine vibration.

Many props can be "tuned" or repaired for minor damage, being out of index, or out of track. If a blade is nicked, bent or cracked, it may be possible to repair it and if the prop is badly damaged, you should just replace it anyway.

Props are not inexpensive (although repairs are quite affordable) because they are actually quite tricky to make. They are even harder to design but that's for another article!

We recently traveled to Fond du Lac, Wisconsin where we had the genuine



Once cooled down, the ceramic shell is broken off leaving a dull gray propeller. It then goes to a highly skilled technician who balances and machines the prop before final polishing. His work is more like art than manufacturing.



These little Tetrahedron shapes are called "cut media". They are polyester resin with aluminum oxide grit. It's curious that they wear evenly in the huge polishing bin as the propellers slowly rotate. Twenty pounds of cut media is used to polish one propeller at \$1.85 a pound!

pleasure of touring the Mercury Marine propeller plant to watch their experts cast and machine new stainless steel propellers. The following photographic tour will give you some appreciation of the effort it takes to make a new propeller. ➔



The final step is another polishing process using porcelain pellets with aluminum oxide for the final polish. We've skipped over dozens of important details but these are the main steps your new stainless steel prop goes through to be manufactured.

As probably the number one propeller manufacturer on the planet, it still takes Mercury five full days from wax pattern to a boxed product ready to ship!

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attractions – the Baths, an area at the south end of the island where huge granite boulders have been forced up from deep below the earth forming a giant’s playground where you can climb, explore and swim around these blocks of stone the size of houses. Warm shallow grottoes have formed between and under them, hence the name, the Baths. It’s just a short taxi ride from the marina. You can go there with your boat but it’s always a fight to get a mooring. Anchoring is restricted and you’re not allowed to beach your dinghy there so we always find it more relaxing to secure the boat in the marina at Spanish Town and go by car, scooter, or taxi.

The British Virgin Islands are a popular cruising and charter boat destination. But the charter boats are restricted from

areas of tricky navigation that you are free to go to with your own boat. When you have the opportunity to spend longer in the British Virgin Islands you discover there are many lovely bays and beaches off the popular routes that you can have all to your self since they’re one bay down from the popular bay with the great restaurants. And hey, we like good restaurants ourselves once and a while, although the pleasure of cooking onboard at anchor with friends is hard to beat.

The islands themselves are mostly uninhabited except for the main islands and a few scattered towns. Their natural beauty has been preserved and there are so many anchorages and bays with good swimming and snorkelling.

Boating with friends is very bonding

and we find the BVI is a great place to have friends fly into to get a taste of the cruising experience in the protected waters of the Sir Francis Drake Channel. After Bill and Camille flew home we spent several weeks entertaining other friends and neighbours in good weather and bad in the BVI and no one went home disappointed.

As boaters we get a special view of the world living in nature, moving in harmony with the winds and tides, slowing down to a healthy pace of living when we are on the sea, getting special insights into different cultures and attitudes as we travel to foreign lands. Sharing these things is one of the joys of cruising.

Next issue we’ll continue the adventure with a voyage through the out islands of the Bahamas.



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Aquatic Invasive Species (AIS)

What Are They – What Can You Do? – Part I



BY DEFINITION, an alien species is a plant or animal occurring in an area outside of its known natural habitat as a result of accidental or intentional introduction by human activities. An alien species is considered invasive if its intro-

duction and spread causes harm to the environment, society or economy.

Throughout history, human activities including settlement and trade have caused the introduction of aquatic invasive species (AIS) quite often to the detri-

ment of native ecosystems. Over 200 non-native species of plant and aquatic life have become established in the Great Lakes; this number grows annually. Many of these species are now advancing throughout connecting inland water-

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ways. The same thing is happening in coastal waters and their adjacent inland waterways.

Most AIS are introduced to our Great Lakes and coastal port areas through the illegal dumping of water ballast from commercial shipping. Under international law, ships are required to dump water ballast well off shore before entering coastal and inland waterways. To get an idea of the magnitude of the potential of ballast dumping to introduce AIS here is the recorded global activity of one commercial vessel over a 14 month period:

Ports visited by a single vessel during that time – three in Asia, six in Europe and the Middle East, two in Africa, seven in South America, two in Mexico and the southern USA and eight in the Great Lakes and north-eastern USA. Water ballast was loaded near fifteen of these ports and was dumped near thirteen. On any given day, an estimated 3,000 species are transported in ballast water and attached to the outside of the vessel's hull. Water ballast is used to add weight and stabilize vessels in rough seas. These species include fish, snails, clams, aquatic plants and pathogens.

This explains how easily and often AIS are introduced into coastal and Great Lakes waters. Once here, they are usually spread throughout adjoining inland waters by recreational boaters who travel through waterway systems and/or trailer their boats from one lake to another.

Before recommending what boaters can do to stop or slow down the spread of AIS, let's take a look at a few of the most common AIS and better understand who and what they are.

ZEBRA MUSSELS

A zebra mussel is a small freshwater clam with a brown- and cream-coloured striped shell originally from Eurasia and



Zebra mussels cover a current meter.

Photo Credit: National Oceanic and Atmospheric Administration (NOAA)

first discovered in Lake St Clair in 1988. They quickly spread throughout the Great Lakes and connecting waterways, have caused enormous changes to the ecosystems and have had major social and economic impacts. Zebra mussels are highly adaptable and can survive in lakes with a wide range of environmental conditions. They filter up to one litre of water every day and feed on tiny organisms in the water that form the basis of the food chain on which aquatic life depends. A female zebra mussel can produce up to one million eggs every year. Reproduction begins when water temper-

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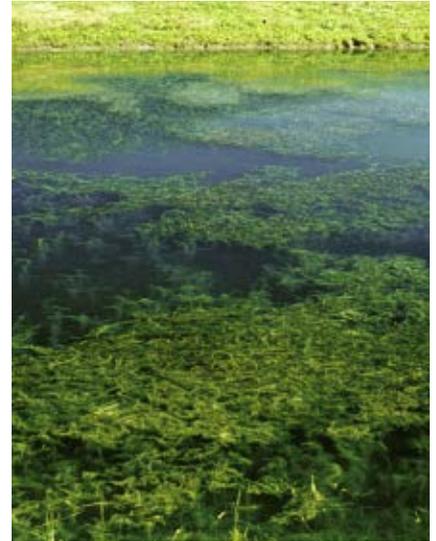
atures reach 12 degrees Celsius. When they hatch, free-floating larvae are dispersed by water currents and wind and wave action. Two to three weeks later they begin to develop their shell and can no longer float so they settle, develop sticky fibers and attach themselves to almost anything. They are soon large enough to be seen by the human eye, can live up to five years and grow to a length of five centimeters. They can dramatically reduce the amount of food available to fish and other aquatic species.

Their feeding results in clearer water which in turn, allows sunlight to penetrate further forcing light sensitive fish deeper and encouraging the growth of aquatic vegetation including invasive plants like Eurasian Water Milfoil. They foul the bottom of boats, bouys and docks and clog water intakes for homes,

cottages and industries thus reducing water flow and costing millions of dollars each year to clean out the intakes for power generating and water treatment facilities.

EURASIAN WATER MILFOIL

Discovered in North America in the 1940s, Eurasian Water Milfoil has spread to virtually every US State and at least three Canadian provinces. It is a submerged aquatic plant that forms thick mats in the shallow areas of lakes and waterways which in turn hinders swimming, boating, and fishing and reduces property values. Eurasian Water Milfoil can displace native aquatic plants and impact both fish and plant aquatic life. It spreads when pieces break off and are carried to other waters by boats, motors, trailers and fishing gear.



Dense canopy of Eurasian Water Milfoil on surface at Cayuga Lake.

Photo Credit: Robert L. Johnson, Cornell University

RUSTY CRAYFISH

The Rusty Crayfish is a native of the Ohio River system and was first found in

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Rusty crayfish can be identified by their larger size, brown body and rusty colored patches on each side.

Ontario native species. The Rusty Crayfish can live up to four years and lay 50-575 eggs which hatch in three to six weeks so a single crayfish can start a new population once introduced into a new water body. It eats both animal and plant life including snails, leeches, fish eggs, small fish and plants that are used for fish habitat. It consumes up to twice as much as native crayfish.



Fanwort

Canada in the Kawartha Lakes in the early 1960s. It is now established throughout southern and northwestern Ontario. It has a brown body and claws with dark black bands near the tips. There are prominent rusty patches, not always visible, on either side of the body and it grows to a length of ten centimeters, not including the claws that are larger and more robust than other

FANWORT

Fanwort is a submerged aquatic plant commonly sold as an aquarium plant or as an "oxygenator" for outdoor ponds. It is native to South America and was first found northeast of Peterborough in 1991. It is able to live in a variety of habitats and prefers nutrient rich shallow waters with a low pH. Once established, it can form dense stands, displacing

native vegetation, clogging drainage canals and streams, and interfering with swimming and boating. Currently, its long-term impact on ecosystems and biodiversity in northern temperate zones is not well understood. ↵

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60s side each other with colours flying makes you breathless. It looks like it truly belongs.

Some changes were made to the boat in France: the "ALGIMOUSS" is new and looks great next to the wonderful Maple Leaf swatch on the bow. Algimouss, a French company that makes environmentally friendly cleaning products, offered to sponsor Derek as soon as he arrived.

OCTOBER 20: Race village consists of several buildings built entirely for this event – temporary structures that will be dismantled after the race.

The first pavilion contains displays about the Vendée Globe. At the entrance, larger than life, mock-ups of all of the skippers greet you. There are also kid-friendly, hands-on displays that teach weather patterns and the technological innovations of the Open 60. There is even a staged cockpit with a working coffee grinder and cabin. Pictures of each skipper, plaster moulds of their

hands and their life stories are all showcased here.

Our booth, along with the other booths, was located in a pavilion called the Açores. It featured a bar with live entertainment that skippers and their crews enjoyed almost every night.

Other structures housed restaurants, media centres and vending booths. There was even a two-story building with huge picture windows facing the dock where banquet and corporate events are held.

Saturday was opening day and it was quite a surprise. The number of people that came into the pavilion was amazing. The main attraction, however, was the dock, where the boats were secondary only to the sighting of a skipper. The organizers were disappointed that 'only' 300,000 people walked the dock in the first three days!

The number of children that visit is truly unique. Derek talks to at least one group of kids every day. The kids know all the boat names, the skippers and the

countries they are from. The children come to the booth clamouring for posters and saying "Ah le bateau Canadien!" and say that Derek is "Très gentil!" No wonder there is such a following of this race. These kids have obviously been trained since childhood.

Every evening, there is a 10-minute light show that runs every 15 minutes until 2300 hours. Lasers and floodlights flash against the sky as videos of the boats racing and pictures of the skippers are projected onto three-story high warehouse walls on shore. Spectacular!

OCTOBER 25: Manning our booth with only very rudimentary French was an interesting experience. Although the learning curve is steep, people were willing to listen to my broken accent and limited vocabulary. We had a network of helpful people that have now become friends and three amazing bilingual volunteers (Marie Claude, Celine and Christophe) who generously donated hours of their time.



The festive atmosphere was now in full swing. Dancers and musicians (Algerian and Columbian) dance through the aisles. There is a gentleman called Victor who walks around with a

cordless microphone and talks about the booths, the skippers, the race, etc.

Every morning Victor announces when Derek will be at his booth to sign posters. When Derek arrives, the people

swarm the place. The first time he was there, he signed 250 posters! We have been busy at the booth, but the crew on Spirit of Canada have been busier on the boat. Derek has had to attend many safety training sessions and the boat went through its safety inspection. The inspection went well, with only a few deficiencies that were fixed with time to spare.

At time of writing, Derek is slowly making his way south, away from the high pressure system and into better winds. It's been a bit frustrating but he is making good headway towards the southern highway that heads East. For daily reports, go to: www.vendeglobe.org

For Monica's full story, go to www.cymagazine.ca and hit RACE WEEK!

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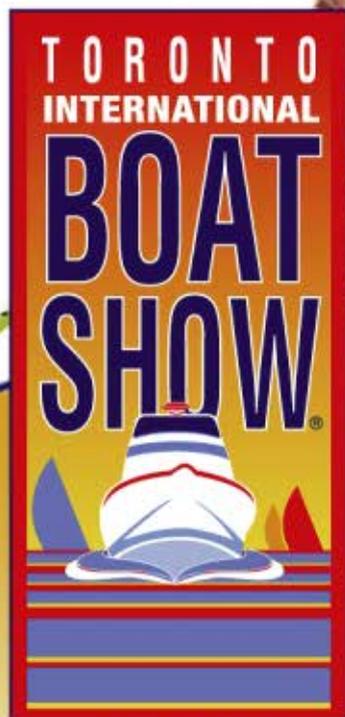
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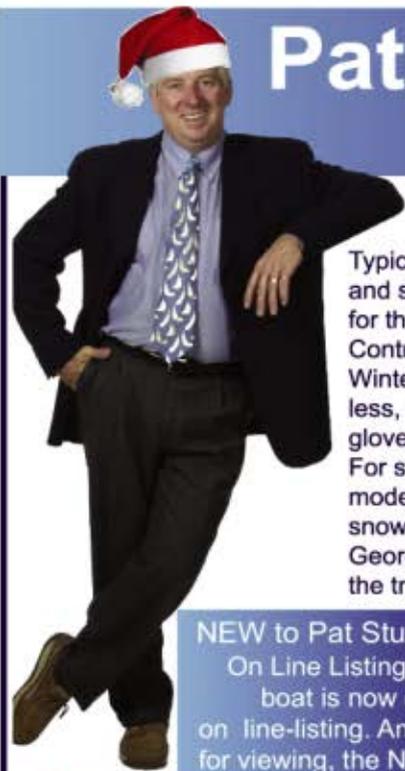
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Pats Perspective - Boats and Snow

Typically, this time of year, I get asked the same questions from my clients both buyers and sellers. "Is the buying season over until spring?" & "what should I do with my boat for the winter when it is for sale?"

Contrary to popular belief the season never ends, it just changes how we sell boats. Winter has always brought challenges for the showing and selling of boats, but nonetheless, we still do. In fact we have a plastic snow shovel & broom along with extra hats & gloves in our cars for people not quite prepared.

For sellers I recommend still covering your boat & putting the interior in winter storage mode. It is easier to undo a few frozen lines than it is to shovel out a cockpit full of ice & snow. The city showings are a lot easier as the GTA does not get as much snow as the Georgian Bay or Huron area. It has been my experience that anyone willing to brave the travel & the weather to look at a boat up north is truly qualified. Buyers are under

the impression that they are the only ones crazy enough to look at a boat in the winter & therefore not under any urgency to make a deal: often much to the buyers surprise, they find that there are other interested parties willing to buy. At Christmas Time, I very often get to play Santa!

Have a Happy Christmas and Prosperous New Year!

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C&C 29 MK II	3 FROM	27,900	TRIPP 37	1988	69,900
HUGHES COL.8.7	1980	32,900	BENETEAU 38	1990	90,000
CATALINA 30	2 FROM	25,000	LANDFALL 38	1980	89,000
CS 30	2 FROM	49,900	HUNTER 38	2006	179,000
C&C 30, MKI & II	3 FROM	33,000	EXPRESS (KILLING) 40	1989	85,700
EXPRESS 30	1985	39,900	JEANNEAU 40	2003	199,000
GRAMPIAN 30	1973	14,900	C&C 41	1983	119,000
J/92 S	2007	145,500	LANCER 42	1981	95,000
IRWIN & CITATION 30	2 FROM	19,500	WHITBY 42	1973	119,000
SAN JUAN 30	1977	27,500	COLUMBIA 43	1970	64,900
TICON 30	2 FROM	39,000	RELIANCE 44	1983	159,000
C&C 32	2 FROM	42,900	WHITBY 45	1983	149,900
DOUGLAS 32	1974	34,900	CAL 2-46	1973	99,900
BAYFIELD 32C	1983	59,900	POWER		
EVELYN 32	1983	16,900	CABRIO 33	2005	164,900
C&C 33	1975	34,900	MONTE CARLO 32	1987	31,500
CS 33	4 FROM	49,900	MONK TRAWLER 36	1987	149,900
IRWIN 33 CB	1978	29,000	SCARAB THUNDER 38	1994	74,900
			OCEANIA SUNDECK	1985	220,000

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41	C&C 41 1984	89,900
41	HUNTER 410 2000	149,900
41	J/41 1985	79,900
41	MORGAN OI 41 1973	49,500
40	BENETEAU First 40.7 2005	199,500
40	HINCKLEY BERMUDA 40 Yawl 1964	114,900
39	BENETEAU 393 2002	159,900
38	C&C 38-3 1986	77,000
38	HUNTER 38 2005	169,900
37	BENETEAU 373 2006	144,900
37	SEIDELMANN 37 1981	27,900
37	TAYANA 37 Cutter MkII 1984	79,000
36	BENETEAU 36.7 2003	124,900
36	CS 36 1980	59,000
36	HUNTER 36 2006	137,900
35	FREEDOM 35 1995	119,000
35	J/35 1984	39,000
35	J/35 1984	32,900
35	J/35 1986	39,900
34	C&C 34 1980	34,900
34	CAL 34 MK III 1979	24,900
34	ERICSON OLSON 34 1989	42,000

33	CAL 33 1971	13,400
33	HERRESHOFF 33 Cat Ketch 1988	29,900
33	HUNTER 33-2 2005	94,900
33	MORGAN 33T 1974	7,900
33	MORGAN OI 33 1977	23,500
32	ENDEAVOUR 32 1977	16,900
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31	ISLAND PACKET CUTTER 31 1984	49,900
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30	CATALINA 30TR 1982	21,900
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30	J/92S 2006	89,900
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29	ERICSON 29 DIESEL 1971	15,900
29	J/29 1983	17,900
29	J/29 1984	11,500
28	ALBIN CUMULUS 28 1980	12,500
27	CATALINA 27 1987	13,900
27	O'DAY 27 1975	6,900

27	JEANNEAU Fantasia 1983	17,995
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26	MIRAGE 26 1978	8,900
25	FREEDOM 25 1982	8,200
25	KIRBY 25 1981	5,995
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39	SEA RAY 390 Sundancer 2004	269,900
38	DONZI 38ZX Daytona 2003	225,900
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38	SEA RAY 38 Sundancer 2001	189,000
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34	MAINSHIP Pilot 34 2002	149,900
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33	CHRIS CRAFT 33 Sport Sedan 1973	37,500
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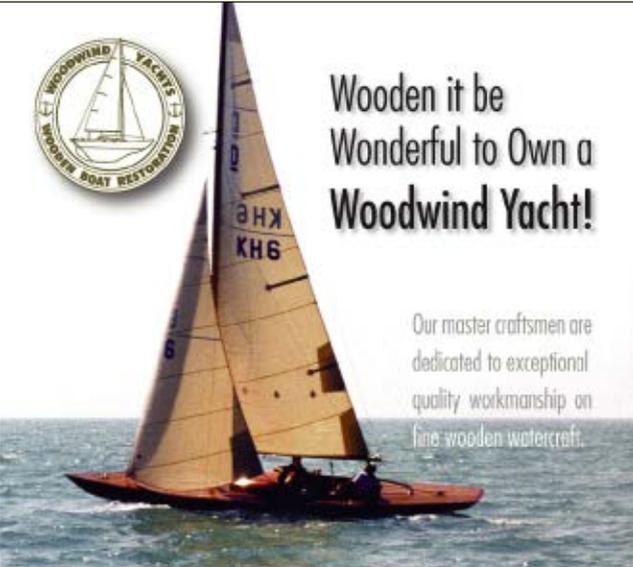
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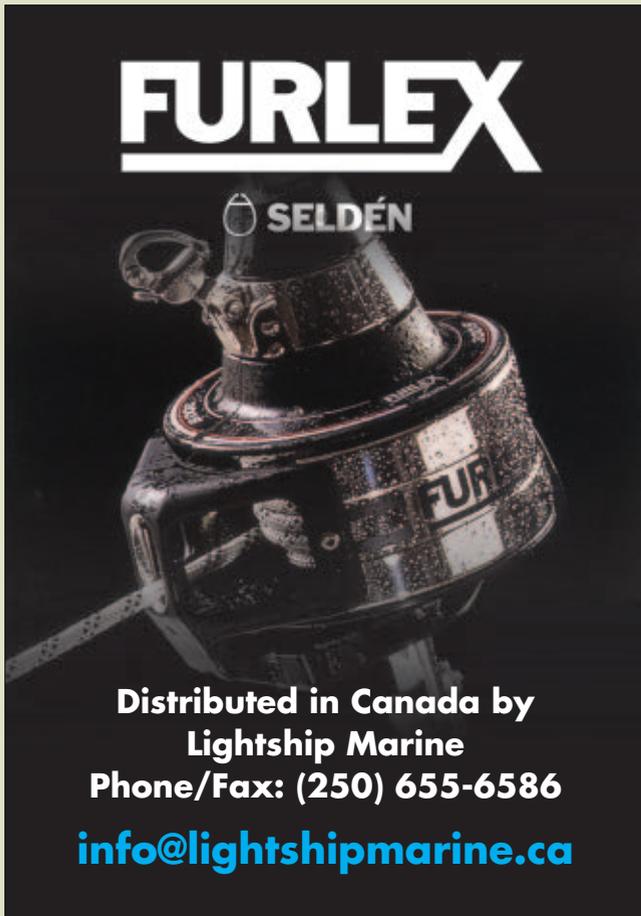
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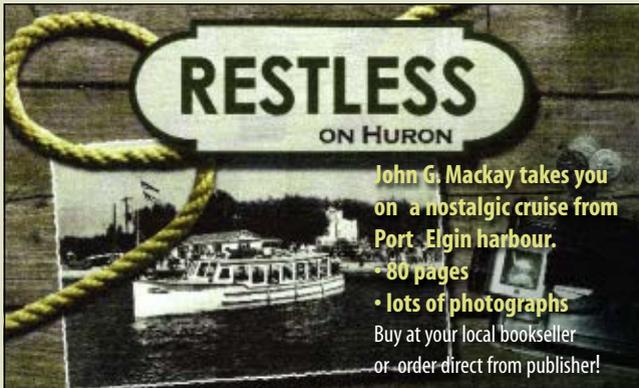


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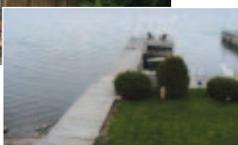
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The B Word

DEAR [BLANK]:

In addressing this letter, it came to light that there's no one to write to. Bush is done, Barrack isn't in place, right now Canada doesn't seem to have anyone at the helm and my investment advisor just sobs into the phone when I ask how my RRSP is doing. No doubt about it, the time has come for a bailout.

While the automakers have suddenly discovered humility and are making tear-wrenching pitches for government funds, here at CY we have been carefully analyzing the economic landscape and have arrived at a strikingly handsome conclusion: the way to save our economy is to provide support to boaters.

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- The automakers say that for every job building cars, there are seven jobs downstream producing parts. Well if that's true, it's doubly true for boats. Do cars carry flags or anchors? When you park in a parking lot is there a dockmaster? No No and No. Boats produce far more jobs. Boats have pro-pellers, bimini tops and coolers, showers (in bigger boats), EZ loungers (on high-end cruisers) sails (on sailboats – aren't these parenthetic notes interesting?) and use metres and metres of line in various sizes. Marinas employ summer students; the compass indus-

try would collapse if not for boating and so on.

- Boating gets you out and off your overstuffed sofa. Boaters do things, go places, socialize and navigate the world. Active people are healthier, thus reducing health costs while increasing tourism locally and globally. Boating supports meteorology, chartmaking and creates a need for a never-ending supply of bagged ice. Boating has been the source of commerce and economic viability since Adam and Eve dug out their first canoe; why can't our leaders simply look at the historical record if they are so intent on bringing us out of this malaise?
- Bailouts for the auto sector are widely seen as helpful, but there are whole industries to which driving is detrimental. For example, driving is decimating the drinking industry. Like everyone with a cerebellum, I agree with all those mothers against drunk driving (MADD). If you drive you simply cannot drink. Consider how many jobs in the beer, wine and booze let alone the bartending industry this puts at risk? If you work in the alcohol consumption industry you are cheering when the pedestrian world grows. Bring it on, you say. When people walked to the pub the world was a better place.

But boating helps that industry. YES, I know you cannot, should not and wouldn't ever operate a boat while consuming alcohol, but the law is very clear; stay overnight on your boat and it's home. Snap that wine with alacrity. After boating, you are invited to come in and celebrate with a cocktail. Back on dry land after the regatta or fishing expedition, the boating tradition encourages consumption. And that, dear friends, is good for the economy.

So here's my bailout plan. Everyone with a boat or who wants to acquire one gets a \$50,000 cheque from the same source that helps out Citibank. The large financial institutions don't seem concerned about where the money comes from, so why should we lose sleep over it. Once we get our cheques, we do with them as we please – trade up to a new cruiser, buy sails, organize a regatta or treat your dock neighbour to a matched set of colour-coordinated boat fenders. It's all beneficial. It all helps our troubled world pull back from the credit crunch, the political crisis and even from the Detroit automaker apocalypse.

There you have it, fellow boaters. We are the solution. It was boaters who invented bailing in the first place; it is boaters who will give the term 'bailout' a good name. 🙌

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