

CANADIAN

Yachting

APRIL 2009

The Way South

From the Bahamas
to the Caribbean

HOW TO

- Make Safe Overnight Passages
- Antifoul Your Boat
- Replace Your Antenna
- Lubricate Your Engine

Idyllic Cortes Island, BC
Understanding EPIRBs

BOAT REVIEWS

- Rinker 280
Express Cruiser
- Hunter 31

April 2009

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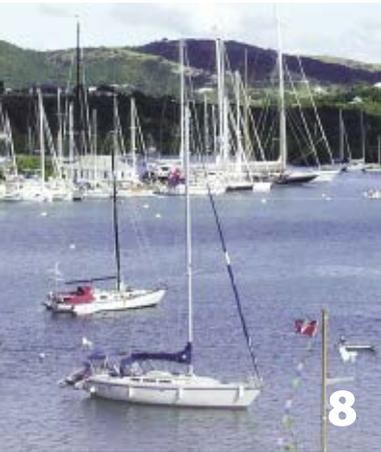
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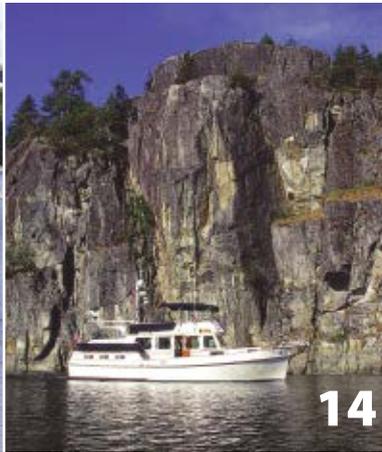
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Why It's the Right Time to Buy

THERE ARE A NUMBER of reasons to buy or upgrade this year and as insiders in the industry, we know the scoop! So, what makes this a good year to buy a new boat?

You already know the first reason, but it's certainly worth repeating. A new (or bigger) boat is an investment in pleasure. Imagine the joy bringing (more) family and friends together, visiting (more) places you've spent your life dreaming about and pursuing that amazing boating lifestyle.

While the global economy is experiencing an incredible time of ups and downs, layoffs and corporate failures, more than 92% of people in Canada (and the US for that matter), still have their jobs, still earn a paycheck and still deserve a vacation and a bit of pleasure.

Someone I know owns a cozy big sweatshirt emblazoned with the words "Never Postpone Joy". That sums it up nicely for me.

Canadian Yachting is published for you – well-educated, sensible and steady-handed Canadian boaters; we are the same people who now operate in the world's most admired banking system.

Last year was a record sales year for many Canadian marine dealers. This happened for two reasons. First, the demographics of the Canadian population include an estimated 50% who are baby-boom generation. Many are getting ready for retirement, they are stable financially and they are not prepared to postpone joy. The second reason was even more compelling. In 2008, for the first time in decades, the Canadian dollar reached parity with the American dollar. Since the vast majority of new boats and engines are built in the United States, the effect was to reduce the Canadian cost of new yachts by the currency swing of 25 to 30%, making 2008 a great year to buy!

What you may not know is that in spite of the Canadian dollar being back under \$0.80 US, some manufacturers are holding the line on 2008 Canadian prices just to keep their production lines moving and their doors open until the US market recovers. Sadly, the US market for boats has suffered because dealers can't get floor plan financing and consumers just can't get credit as easily. Your marina dealer will be reluctant to talk about "fire sale prices" but believe me, when the economy picks up again – it will likely do so very suddenly. The way you'll know how good the 2009 prices are today is by how fast the prices will rise over the next few years.

Your favourite dealer should be able to get inventory, you can certainly get financing and I truly believe you're going to see impressively good prices this year compared to 2010 or 2011, on both new and brokerage boats in Canada. So, get your chequebook out!

While contemplating that new boat, we invite you to enjoy this issue of *Canadian Yachting*. Launch dates are less than one month away. We encourage you to learn about lubricating your engine properly, inspecting your antenna for effectiveness, antifouling your bottom and investigating the possible purchase of an EPIRB! Also, in this issue are two boat reviews: the Rinker 280 Express Cruiser powerboat and the Hunter 31 sailboat. Sheryl and Paul continue to share their stories about navigating the Bahamas and the Caribbean. Anne and Laurence Yeadon-Jones introduce us to yet another glorious cruising ground on the west coast. As always, John Morris engages us with his latest great debate: power vs. sail. You decide! ✈

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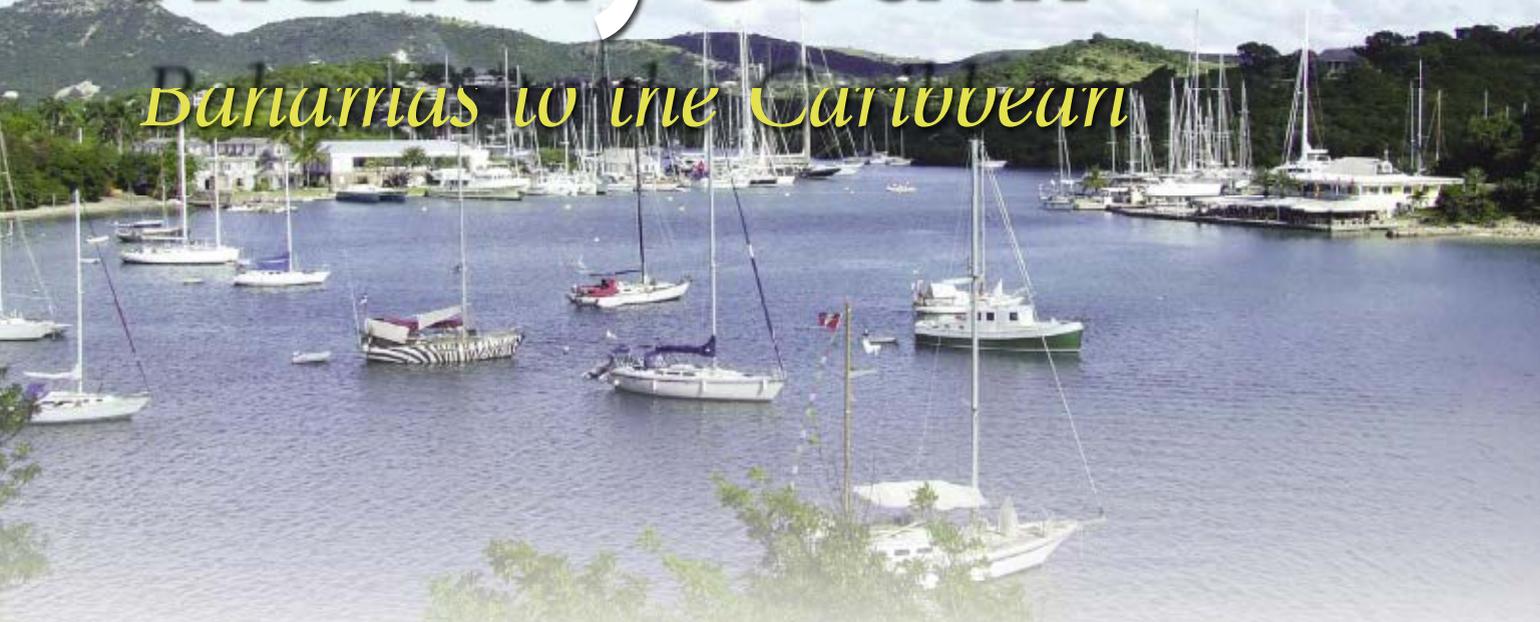
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The Way South

Bahamas to the Caribbean



The anchorage in English Harbour with Nelson's Dockyard on the left and Antigua Slipway to the right. Since the anchorage is part of the Nelson Dockyard National Park there is a small daily fee for anchoring there.

The past year had been filled with adventures – a new boat built in England, the transatlantic passage bringing her across to our side of the Atlantic Ocean, a winter in the Caribbean, spring in the Out Islands of the Bahamas, and a fast trip home to Lake Ontario via New York and the Erie Canal.

After 19 years of sailing our old Classic 37 sailboat, Two-Step, we had to show the folks at home our new Southerly 42 sailboat, Distant Shores. With her unique variable-draft swing-keel, she draws 2 feet 10 inches with the keel up, so many new places were open for us to explore. After a great summer at home in Canada, we headed back south for another winter in the Bahamas and Caribbean.

Heading back down the Erie Canal to

New York and then offshore to Cape May we arrived in Chesapeake Bay in time for the boat show in Annapolis, Maryland. It's a wonderful stop on a voyage south; there are so many great deals to be had when preparing your boat for a long-term cruise. Too many, in fact. Our credit cards were smoking and the boat was loaded with new gizmos and gear when we finally tore ourselves away to set sail down the Bay!

We love the trip south down the Intracoastal Waterway. We had planned a slow meandering trip "down the ditch" to visit all the little coastal towns and historic cities along the way, but this year the temperatures stayed at freezing for far too long and as we scraped off the frost in Beaufort, NC in early November, we said, "The heck with this! Let's just get south!"

From Beaufort, we made several offshore jumps stopping at McClellanville, SC, Charleston SC, Fernandina Beach FL, and then prepared for our crossing to the Bahamas.

Matt Heron, an Australian ex-pat working in Dubai, who is thinking of purchasing a Southerly 42 like ours, flew in to join us as guest crew to the Bahamas, as well as our upcoming offshore passage to Antigua. Matt is planning to do a lot of passage-making with his own boat in the future so he wanted to see how the boat performed offshore and get some hands-on experience.

We had planned a few days in Florida to prepare the boat and allow

Matt to get over his jet lag and get accustomed to the boat. But we had a weather window with the desired southerly winds on the day that he arrived so, with his blessing, we cast off for a night sail across the Gulf Stream immediately. This was so we could avoid a big front coming down the coast that would keep us in Florida for another week.

Conditions were fine but perky for the crossing but throughout the night the winds rose and by the time we made landfall near West End, the winds were near 30 knots with rising seas from the SW. We decided not to try to enter the harbour. Instead we headed north in the lee of the Abacos and made for Walker Cay. The winds continued to increase and by the afternoon we were seeing 40 knots with gusts of 50! We had the main sail double-reefed and were sailing over 6 knots upwind even after we furled the self-tacking jib away altogether! We were very proud of Distant Shores in these heavy weather conditions – and of Matt too. The stronger the winds blew, the happier he seemed to be. The wind was still blowing a solid 40 knots as we swung up the keel to slip onto the banks behind Walkers Cay and dropped the hook in smooth seas in the protection of the islands.

Once the wind subsided we had very pleasant conditions for the rest of the Abaco cruise as we island-hopped eastwards across shallow banks to Marsh Harbour. Matt is a kite surfer and brought his gear, so we had fun swinging up the keel and poking into shallow coves that had the perfect sandy beaches where Matt could launch his kite and play around the boat. Although Distant Shores is a monohull, she is designed to be beachable (with the keel up) so we enjoyed demonstrating this ability as we creek-crawled in the mangroves or dried



Distant Shores explores the mangroves in Indian Creek, Antigua.

out on gorgeous remote sandbars.

We have now travelled over 13,000 nautical miles aboard our Southerly 42 but the next offshore leg was one of the toughest we have had to date. We had planned an “uphill” passage of 1,100 miles from the Bahamas to get us directly to Antigua. It was early December by this time and possibly past the best time to do this (if there is a best time since the prevailing east to northeast winds are always on the nose) but if you play the winds right it’s a fast way to get south to the wonderful islands of the Caribbean.

The strategy is this. Wait for an approaching front whereby the winds will clock around from the prevailing easterly to southeast, then south. Then they’ll build in strength and clock further to the southwest. As the front arrives the wind will switch to the northwest then north. You use the period where there is no east in the wind to make your way east. When the winds settle back into their normal easterly trade wind pattern, turn right and head southeast for the Caribbean sailing close-hauled.

We watched the weather and finally

made the jump from Marsh Harbour. We faced all points of sail on the first two days, from strong south winds clocking around to west and northwest behind us as they built in strength. But throughout the pounding conditions, Distant Shores did a great job. Matt was certainly the most cheerful, tough and optimistic crew anyone could hope to have on board on a difficult passage like this. He quickly got into the routine and could always be counted on to jump in and help. This, despite such a rough ride the first few days that no one on board felt much like eating the great provisions Sheryl had laid on.

We made landfall at Nelson’s Dockyard Marina in English Harbour, Antigua, where we cleared-in to customs. Since Matt would be flying home from here in another week we were instructed to come back to the office to have him officially removed from the crew list within 24 hours of his departure. We could go to any of the 3 official Ports of Call – English Harbour, Jolly Harbour or St. John’s (the capital city) –

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Nelson's Dockyard in English Harbour, the main port of arrival for visiting yachts. It is the only restored Georgian period dockyard still in active use and is named after the famous English Admiral Horatio Nelson who served as a young Captain in the Caribbean Leeward Islands fleet from 1784 until 1787. During Nelson's period in Antigua the naval yard was greatly expanded. Nelson was the 26-year-old Captain of HMS Boreas at the time.

to do this but the officer strongly recommended not going to St. John's since the officers are very busy there with cruise ship and ferry passengers. A good tip for all cruising sailors clearing in or out of Antigua.

Picturesque Nelson's Dockyard is one of our favourite harbours in Antigua. It is the only restored Georgian period dockyard still in active use in the world and is named after the famous English Admiral Horatio Nelson – the 26-year-old Captain of HMS Boreas, part of the Caribbean Leeward Islands fleet who served from 1784 until 1787. During Nelson's period in Antigua, the naval yard was greatly expanded.

Before Matt flew home we spent a few days relaxing here and partying atop Shirley Heights where a fabulous BBQ is held every Thursday and Sunday night. Sunday is the biggest event and we danced to the music of the steel drums

Waiting for weather to head south to the Caribbean and Antigua, crew member Matt Heron kite surfs around the anchorage where Distant Shores is beached at Double Breasted Cay in the Abaco Islands of the Bahamas.

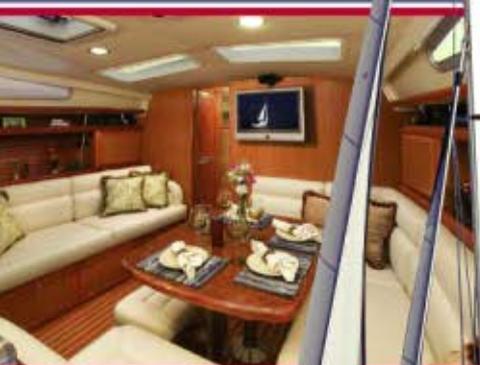
overlooking both English and Falmouth Harbours, the best view in Antigua. We then finished the week cruising around the south coast of this lovely island.

Our first stop was at Indian Creek to the east, where singer Eric Clapton has a magnificent mansion on the headland at the entrance. But we hadn't come to stargaze. We'd heard Indian Creek was a good hurricane hole and wanted to check it out. The creek snakes its way deep into the mangroves offering good protection from the sea and surge we were delighted to see. It gets quite shallow at the head; this wasn't a problem for us since it would give us more space if the anchorage got crowded in a storm.



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Falmouth Harbour which is within easy walking distance of English Harbour also has a good anchorage and marina facilities. Falmouth Harbour is the harbour where you will see many impressive mega-yachts from around the world such as Maltese Falcon pictured here.

Another advantage of our boat's shallow-draft swing keel is that we have more choices of safe harbours. We can also avoid the dangers of crowding since we can often go in a little closer to shore to get more space.

Continuing east, we rounded up to Nonsuch Bay and the anchorage at Green Island where once again Matt could kite surf across the protected yet expansive waters while we snorkelled on the surrounding reefs.

It was time for some downwind sailing so we headed back west along the coast stopping at Falmouth Harbour, the home of mega-yachts in Antigua. There is a huge anchorage here as well as several marinas complete with chandleries, grocery stores and restaurants. A sailor's paradise!

While there, the magnificent Maltese Falcon arrived! The Maltese Falcon is a clipper sailing luxury yacht owned by American venture capitalist Tom Perkins. It is one of the largest privately owned sailing yachts in the world at 88

m (290 ft). The ship has fifteen square sails, five per mast, stored inside the mast; they can fully unfurl into tracks along the yards in six minutes. The three carbon fiber masts are freestanding and able to rotate.

Matt still had a few more days until his departure so from Falmouth we continued on west to Carlisle Bay, then Five Islands Harbour and finally concluded our cruise of Antigua at the large resort and marina at Jolly Harbour. There is a convenient dock right in front of the Customs and Immigration Office where we tied up the boat while officially signing Matt off our crew list.

We said our farewells but a new friendship had been bonded. You can't sail 1,100 miles together helping one another through tricky seas to reach a beautiful tropical island like Antigua and just say goodbye.

As we say to our cruising friends one and all, "Catch you later. We'll see you out there!"

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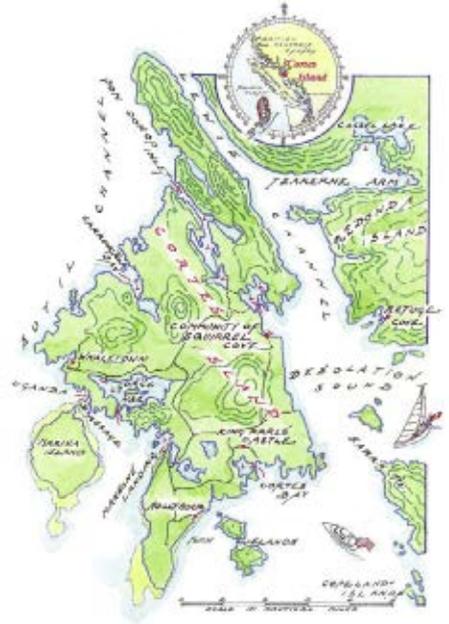


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Idyllic Cortes Island

A Laid-Back Circumnavigation

By Anne & Laurence Yeadon-Jones



Although Cortes Island is only ten miles across at its widest point and twenty miles in length from north to south, its varied coastline offers tranquil coves, cosy picnic nooks and safe all-weather anchorages. Excellent provisioning stops, cafés and restaurants are scattered around the island and pride themselves on being able to offer fresh and organic produce in season. White sandy beaches, warm water swimming, crystal clear lakes and the gentle pace of island life complete this wonderful package."

"After spending time in glorious Desolation Sound with its abundance of wilderness and wildlife, Laurence and I were in the mood for a sandy beach or two – our

A west coast cruiser enters Gorge Harbour.



Mansons Landing Public Wharf off the marine park sand and shell beach.

supplies were also getting low and laid-back Cortes Island made an appealing, alternative destination.

With wind in the forecast we took the opportunity to sail west across Desolation Sound to the charms of Cortes. We past Sarah Point and enjoyed a thrilling surf due to the freshening westerly breeze before rounding up to enter sheltered Cortes Bay.

We dropped anchor north of Cortes Bay's public wharf; the wind had now become a 30-knot northwesterly. While the wind whistled through the bay, Laurence and I made sure that our faithful Bruce anchor was well set, with ample chain; happily, it held fast for three gusty days.

Boaters who prefer to tie up to a dock will be pleased to know that the wharf manager encourages visitors and space is made available for cruising boats in the summer months. The Royal Vancouver Yacht Club has an extensive outstation at the head of the bay, and the Seattle Yacht Club sits comfortably on the southern shore. Seaplanes operate scheduled and chartered flights into

and out of the bay, making it a convenient pickup and drop-off point for friends, family and crew. Stretch your legs and meet the locals with a stroll along Manzanita Road to the Barefoot Gallery (open from July to September) and features work by local artists.

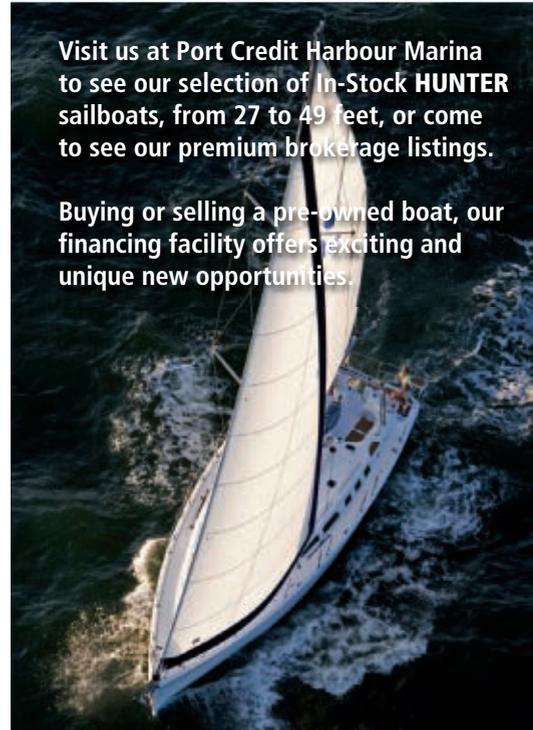
Another pleasant walk along Manzanita Road takes you to the renowned castle of the "King of Cortez". A medieval wooden sign directed us up a steep, unpaved driveway that led to the castle's stone steps and arched, solid timber door. Our presence was announced by the sharp, loud bark of a tiny black dog, which brought 'King Karl' out of his workshop. He greeted us with a welcoming smile, mud-covered gumboots and a handful of tools. We took to his warm personality instantly, as he was clearly a working king.

It took him 12 years and 13,000 cement blocks to build his five-storey imperial residence. Most of it he built alone, by hand. As soon as his master-



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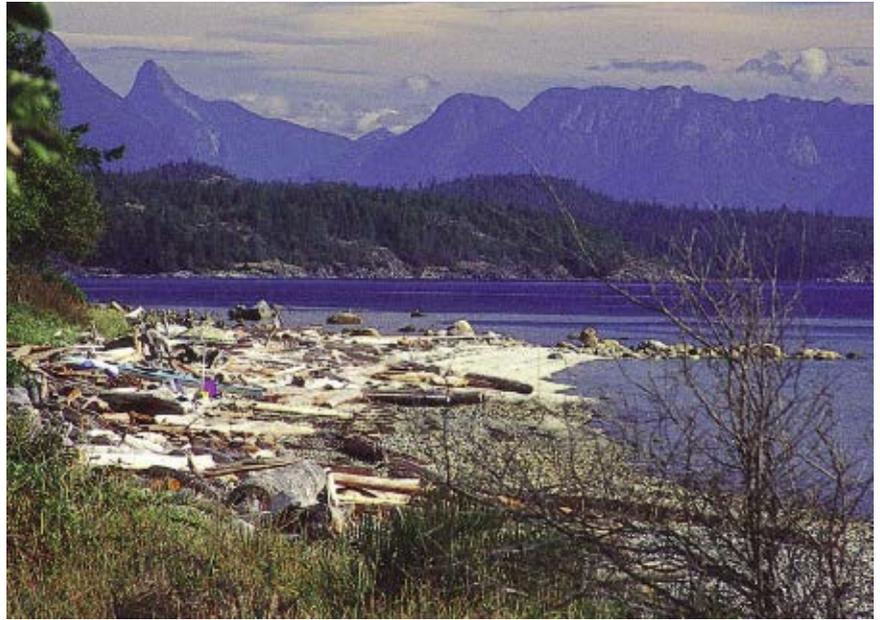
CORTES ISLAND, BC

piece was completed, locals and visitors flocked to see the castle's eight bedrooms, three turrets, two cannons, one drop-loo, a life-like and scary dungeon and one very friendly king. He relies on visitor donations for the castle's upkeep.

For panoramic views and a little more exercise, take the Squirrel Cove road to Easter Bluff. Pop into Linnea Farm for organic vegetables, an informal tour or a quiet wander through its beautiful gardens. For idyllic warm water swimming, visit Hague Lake, a 30-minute walk along Bartholomew Road.

Cortes Island is recognized as a centre for alternative living; there are plenty of art and craft studios, organic work farms and retreat designations. One success story is Hollyhock on the island's sunniest, southeast beach.

Hollyhock and the magnificent views from its beach-fronted lawn did not disappoint us. Their inspiring organic gar-



Hollyhock, Cortes Island - the views towards Desolation Sound and the Coastal Mountain Range are spectacular.

den offers impressive and unusual mixed displays from spring to fall as well as providing the ingredients that make up the centre's daily vegetarian feasts and weekly beachside barbecues.

The sunny northwesterly weather had settled down to cloudless days and gentle breezes. It was time to find that sandy beach. We headed south around Sutil Point before steering north along the island's western shore and anchored Dreamspeaker off the shallows of Manson Bay; we had the perfect view – the green-topped "Cat and Sheep Islets" to the west and Mansons Landing Marine Park's white sandy beaches to the east.

In settled weather, Manson Bay is an idyllic spot to drop anchor, dig out your bucket and spade and just have fun for a few days. With two inviting bathing spots, clean, sandy beaches and magnificent views out to snow-capped mountains, who could wish for more? This saltwater lagoon is also wonderful to explore by dinghy or kayak and at low water an abundance of clams and mus-

sels can be collected for the pot.

The public wharf at Mansons Landing is a colourful place, with visiting boats and local runabouts all happily rafted up together. Provisions are available at Cortes Market, a short walk up Sutil Point Road. The market stocks fresh produce, organic food and hardware and is open seven days a week – free delivery to your boat can also be arranged. The post office, Quadra Credit Union and Community Hall are also located here. Cortes Café offers outside deck seating, wholesome breakfasts and hearty lunches and The Sunset Restaurant serves a good variety of lunch and evening specials.

On a very calm day, it's possible to anchor in Smelt Bay for a low water stroll along the extensive sand and rocky shoreline to Sutil Point; fortifications edge the park which was once the site of a First Nation's village.

Northwest of Mansons Landing the appropriately named Guide Islets mark the bottleneck entrance to The Gorge, with its high, steep cliffs depicting First

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Nation's rock paintings. (Be sure to leave Tide Islet to starboard on entering Gorge Harbour and keep in mind that tides can run up to 4 knots through this narrow pass.)

Spacious Gorge Harbour Marina Resort offers moorage, fuel, and wonderfully clean shower and laundry facilities. Good all-weather anchorage can be found to the south with some secluded bights and a variety of islets and coves to explore. The well-stocked store carries a good selection of basic groceries, fresh produce, excellent frozen foods and freshly baked goods. A small deli section is handy for picnic items. Marine hardware, charts, fishing licenses and propane are also available.

The lovely Old Floathouse Restaurant with its shaded deck and waterfront view over Gorge Harbour is noted for its friendly service, excellent selection of

unique dishes and choice display of local artwork.

Hikes from Gorge Harbour include a 1.5 hour energetic walk to historic Whaletown and a pleasant stroll through the nearby park to the rocky bluffs. Scooter, mountain bike and car rentals are available at the resort, and the "Cortes Connection" operates a minibus service to Campbell River five times a week.

Heading north along Cortes Island's western shoreline into Sutil Channel, boaters can use the convenient detour between Marina Island and Cortes Island, thanks to snake-like Uganda Passage. Uganda Passage is well-marked as it twists around the shallows off Shark Spit and the scattered rocks and shoals off western Cortes Island. The long, fin-shaped gravel and shell beach that forms Shark Spit extends out from

the northern tip of Marina Island, creating an inviting, low water picnic anchorage with crystal clear waters and mountain views.

Surrounded by a provincial recreational reserve, inviting Carrington Bay is known for its glorious sunsets and three delightful fair-weather anchorages to explore: Lucy and Ronnie Islets; Jane Islet; and the third anchorage, at the head of the bay, which is the most exposed, although in settled weather it provides easy access to Carrington Lagoon.

Von Donop Inlet is almost three miles in length and rather narrow in spots as it twists and turns, almost dividing Cortes Island. BC Parks in partnership with the Klahoose First Nation declared the inlet and surrounding lands a marine park in 1994 and preserved

Continued on page 44



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Rinker 280 Express Cruiser



Take Heart

BEING THERE IS GREAT, but can you take your young family cruising without winning the lottery first? We continue to see an endless parade of new yachts in the 40 to 50 foot range. Yes, they are spacious, luxurious, often powerful but, above all, expensive.

Take heart. There are still many boats that are affordable; in many ways, a smaller cruiser is more “fun to run”. Plus,

you get to be there at the same anchorage as the 50-footer. All you need is a boat like the Rinker 280 Express Cruiser. It is Rinker’s most successful cruiser to date; the 280 is an ideal size for a cruising couple or a young family.

Now to be fair, Rinker’s “280” is actually 31’8” long overall on a 9’1” beam, so it is larger than you might have thought. Getting it on a trailer will require special

SPECIFICATIONS

Length	31’08”/9.65 m
Beam	9’01”/2.77 m
Weight	7,640 lb./3,465 kg
Fuel Capacity	100 gal./378.5 L
Price (MSRP)	\$90,308 US

Test boat provided by and price quoted by:
Bay Marine
www.bay-marine.com

This shot makes it easy to see that the Rinker 280EC gives you lots of seating in a generous living area with refreshment center and transom door to the swim platform. Notice the driver's armrest and the companion side stainless steel grab bar.



permits in most areas; in Ontario, there is an annual inspection for this size of trailer and rig. (Check your province for exact details.) The overall weight is 7,640 lbs. dry so you'll need at least a powerful, full-size pickup; you'd be better off with a diesel.

It's a contemporary express cruiser and although it doesn't break any new ground in terms of design or execution, Rinker has worked hard to pack so much accommodation into this size and price-point. To maximize the interior space, Rinker has eliminated the side decks, pushing the cabin out to the edges. That may result in some awkward moments when docking but most families will appreciate the added interior space.

At the stern, Rinker has included a molded-in swim platform, with rounded corners, making it easier to handle when docking. Hidden cleats are included on the platform as is a stainless-steel, boarding ladder under a fiberglass cover, handheld shower and a remote control for the standard equipment Clarion sound system. Incidentally, this includes an MP3 connection so you can easily bring all your favourite tunes aboard.

In the transom is a "rumble seat" to watch swimmers or just relax and there is a large storage space for shore cables, lines and fenders.

Entering the cockpit through the transom door, you find the refreshment center directly ahead. Buyers have the choice

of a second refrigerator/freezer combination there or an icemaker. The refreshment centre has a Corian countertop, a stainless-steel handrail for safety, a small sink and a trash locker. It is very complete and there's a surprising amount of counter space.

Add an accessory BBQ on the swim platform and you're in business!

Opposite the refreshment center is a wraparound cockpit seat with substantial storage areas underneath (even room for the BBQ) and the removable table fits in a storage locker.

There is a port side companion seat with space for two and it has drink holders and a very useful plexiglass chart holder. Opposite is the double-wide helm seat which slides fore and aft for comfort. It has a nicely angled footrest and a tilt steering wheel.

We were especially pleased to see that Rinker provides an armrest for the driver's throttle hand. It adds comfort and makes it possible to more precisely control engine speed when driving through really rough water. We wish more manufacturers would give you this convenient armrest.

You look out through a relatively low

curved glass windshield. You will generally look over the top rail. In bad weather, you will need the top and side curtains up and to slide down in the seat to see through the windshield. Either way, the analog gauges are in plain view and our boat was equipped with a Lowrance GPS chart plotter that provides convenience and accurate electronic navigation in an affordable package.

Sliding the cabin hatch across, we

PERFORMANCE

TEST BOAT ENGINE

MerCruiser MX 6.2 MPI, 377 ci / 6.2 L V8 with multi-point electronic fuel injection, 320 hp, driving a Bravo Three stern drive with counter-rotating stainless steel propellers

ENGINE (RPM)	SPEED (MPH)
Idle	2.6
1,000	4.8
1,500	6.8
2,000	8.2
2,500	9.7
3,000	12.9
3,500	21.6
4,000	27.0*
4,500	33.5
5,000	37.7
5,150 (MAX)	39.1

*Cruising speed

Speed testing provided by Garmin GPS
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RINKER 280 EXPRESS CRUISER

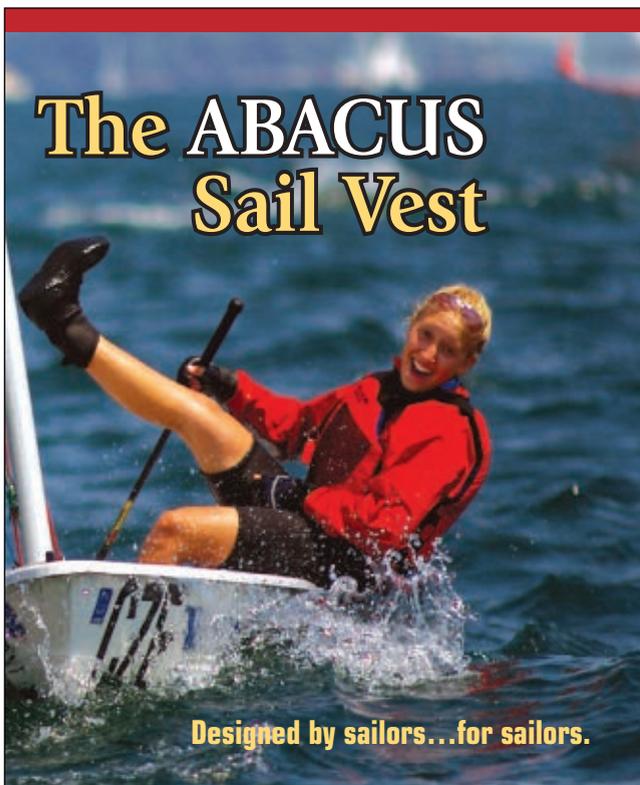


In this very wide angle shot we see much of the well-appointed cabin with the forward vee area set up as a dinette rather than a berth. The high/low table converts quickly.

stepped down into the cabin and discovered well over six feet of headroom. The interior was finished in attractive materials along with several thoughtful touches; there is a mirrored forepeak flanked by two large lights and overhead lighting. A removable hi/lo table is adjusted by changing posts. You can have a dinette for six or make it into a double berth. We liked the port and starboard opening portholes and overhead deck hatch. Under the seat bases is large-item storage, side storage as well as a hanging locker.

Rinker conveniently placed the enclosed head to your immediate right as you enter the cabin. This features six-foot headroom, a stainless steel sink in a vanity, opening porthole, shower curtain and the faucet becomes a hand-held shower. The porcelain pump-out head has a 27-gallon holding tank. Again, there is an opening for ventilation and the mirrored door adds a feeling of spaciousness.

Opposite is a modest galley with a single-burner alcohol/electric stove, refrigerator, stainless sink and microwave. The opening porthole is important and you get appropriate storage. I suspect, however, most cooking will happen in the cockpit refreshment area.



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Here, the dinette has been made up as a forward berth and you can see the opening portholes, deck hatch, flatscreen television and attractive night lighting.

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RINKER 280 EXPRESS CRUISER



The non-reflective dark finish of the helm area encloses full gauges for the MerCruiser MX 6.2 engine, SmartCraft digital readout, labeled switches, trim tabs and even the Lowrance chart plotter; very good for this size and price of boat.

Perhaps the best feature is the surprisingly roomy aft cabin with queen-sized berth and sufficient height for an adult to sit or roll over. Couples can make this their stateroom and leave the vee area as a dinette. Air conditioning is optional however a feature most will want.

Performance is available in abundance from the MerCruiser MX 6.2 MPI stern drive. This multi-point, fuel-injected V-8 sounds like a muscle machine and performs like one, too. One stab at the throttle and we planed off in only 6.25 seconds. We trimmed out to a top speed of over 39 mph or could throttle back and remain solidly planed at an economical 22 mph without even using the standard equipment electronic trim tabs. The ride was soft and well-controlled. Rinker's deep vee hull design delivers a smooth ride and tight turning. Also, with good vision from the helm and power assisted steering, most people will find this an easy boat to manage when docking.

Overall, it's hard to beat this boat for value and comfortable accommodation. Rinker has put the joy of cruising within reach of many young families.



Featuring a covered sink, trash locker, full second refrigerator and a useful amount of counter space, Rinker has done an impressive job of adding a refreshment center to the 280 EC.

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Hunter 31

Comfortable Cruising with Speed to Burn



IF YOU WANT a boat with a solid value proposition – that makes boating affordable and easy – then the Hunter 31 is your boat. Replacing the 306 and designed by Glenn Henderson and the Hunter team, Hunter has, yet again, found a way to combine all the important attributes of easy sailing characteristics, solid value and wonderful features above and below decks. By using the latest in technology and smaller and lighter components, the Hunter has created a boat that's forgiving but still offers great performance credentials.

The high ballast ratio and low aspect

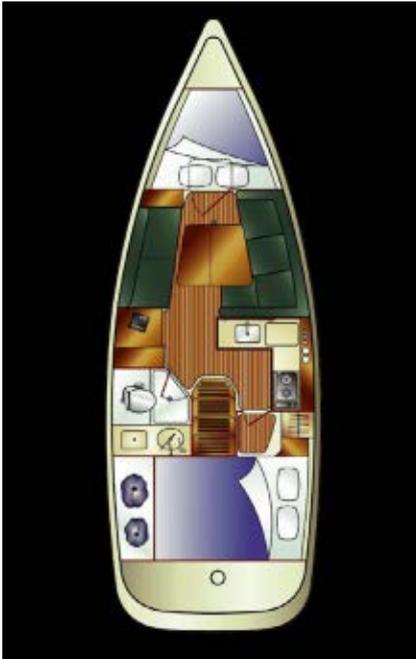
sail plan allow this boat to stay on her feet in a breeze and cruise wonderfully in light to medium air – a testament to its new lighter weight construction and fittings, combined with its unique hull shape – including the bow.

With its 'now classic' overhead cockpit arch or 'roll bar' (as I nickname it), the cockpit boasts a wide open space, perfect for any family and or/couples cruising on the weekend. Featuring a Lewmar direct drive steering system (standard), I might opt for the folding wheel option. An easy access aft life line allows one to step to the neatly integrated swim shelf where

SPECIFICATIONS

Length Overall	30'10"/9.39 m
Hull Length	30'0"/9.14 m
Waterline Length	28'1"/8.55 m
Beam	11'1"/3.38 m
Draft – Shoal	3'11"/1.19 m
Draft – Deep	5'6"/1.68 m
Displacement – Shoal	8,505 lbs./3,858 kg
Fuel Capacity	20 gal./75.7 L
Water Capacity	50 gal./189.3 L
Holding Tank Capacity	20 gal./75.7 L
Water Heater	5 gal./18.9 L

boarding an inflatable would be easy. Aft, too, there is a hot/cold transom shower. With its classic B&R rig, there are no



backstay issues, providing a nice open feel. Lines are lead aft and trimming the jib and main are easily accomplished with the more than adequate mainsheet purchase system and the two #16 winches. The controls for the main traveller are out of the way on the roll bar but a snap to use in any condition.

Wide open, non-skid decks give me the sense of a much larger boat and forward the anchor locker is more than adequate for a boat this size. While the cynic in me thought it might be an attempt to take weight out of the ends, I sense too it's an effort by Hunter to focus on those little details that can make the cruising experience that much easier. There is tons of good lying about space here unencumbered by badly positioned fittings; there is more than enough space to walk forward feeling safe because of the double lifelines and handrails.

The rig is dependent on the well-known Selden spar that supports the large roach mainsail that comes complete with an effective flaking system, dual/single line reefing and standard jib furling system.

Below, the interior is wonderful. Nice aspects include a nice wide entry, easy



The cockpit boasts a wide open space, perfect for any family and/or couples cruising on the weekend.

engine access (when needed) and a wonderful thru-hull array where all the thru-hull fittings are located at the bottom of the non-slip covered stairs. New designer fabrics are used throughout and an Everware® laminate teak and holly cabin

sole known for its durability and easy maintenance is used (now standard in many Hunter boats).

The standard L-shaped galley to star-

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The standard L-shaped galley to starboard offers up a great icebox, a two-burner stove and Corian countertops with tons of space to both work and store.

board offers up a great icebox, a two-burner stove and Corian countertops with tons of space to both work and store; there is also enough space to allow for larger refrigeration, stove and

even microwave. None of these additions would look out of place – the galley design can accommodate most anything.

Another clever touch below is the nav-

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igation station, a feature that might have been compromised in this mid-size model, but one that offers a good work space and easy access to radios and electrical panels. In the main cabin, there is a wonderful teak table that easily seats six with its fold-up leaf; when down, there is more than enough space to travel to the forward cabin. Its bright interior is a result of numerous deck lights and hatches.

The forward cabin is a big surprise presenting like it belongs in a 35+ footer – achieved by adjusting the forward hull



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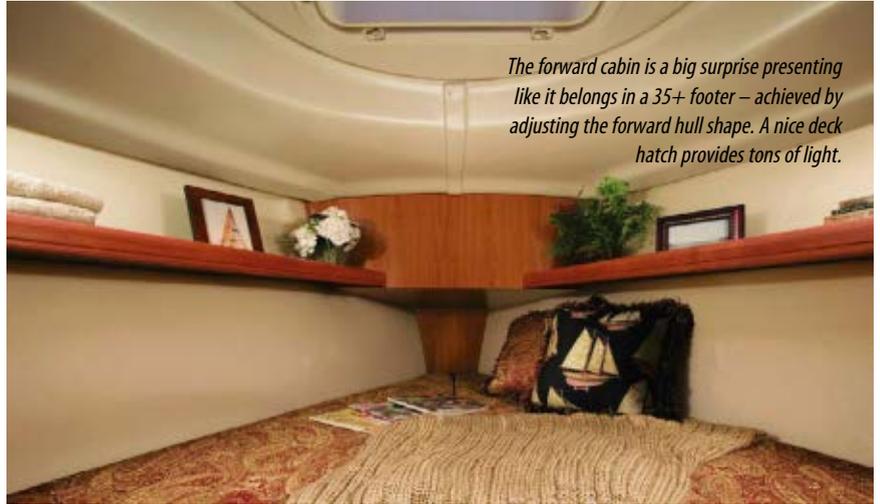
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The navigation station offers a good work space and easy access to radios and electrical panels.

shape. A nice deck hatch provides tons of light. Storage abounds and there is even a cedar-lined hanging locker to port. Aft, the private cabin also provides more than enough space and comfort.



The forward cabin is a big surprise presenting like it belongs in a 35+ footer – achieved by adjusting the forward hull shape. A nice deck hatch provides tons of light.

A single head to port opposite the galley has a fully enclosed head with vanity and shower. Water capacity is not limited at all, boasting a 50-gallon freshwater tank capacity buffered by its five-gallon water heater.

All in all, this is a great boat that offers

an excellent value proposition and perfect comfort cruising. ➔

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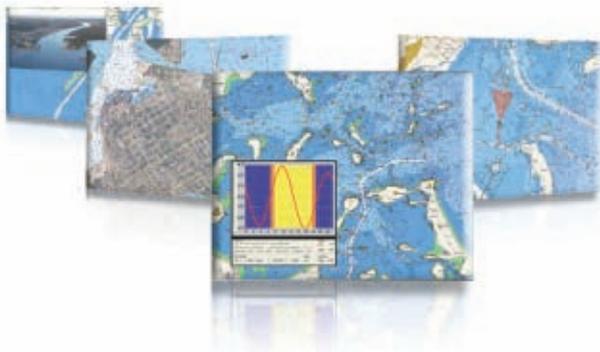
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Overnight Passage Making

EVERY TRIP, whether it is a day trip, series of day trips, single or multiple overnight trips, will consist of three primary areas of activity: pre-departure planning, the trip itself and post-trip follow-up. Let's start with the planning.

PLANNING

Here is a possible basic list of items to check before departure:

- Charts, Notice to Mariners updates and cruising guides
- Navigational equipment
- Communications equipment
- Emergency and safety equipment
- Tools and spare parts
- Food supplies
- Medical and basic first aid supplies
- Personal gear
- Weather information
- Stowage plan and
- Any required personal information

Charts should cover all the areas that you plan to boat in. They should be up to date and contain notes from the latest Notices to Mariners from the Canadian Hydrographic web site:

www.chs-shc.gc.ca. Cruising guides can be a great help to identify all kinds of resources and activities available on your proposed route.

Navigation and communications equipment should be in good working order and if you are using hand-held equipment, make sure that the batteries are fresh and that you have enough spares. If you are relying on fixed equipment that only runs on the boat's auxiliary power, then perhaps spare hand-held equipment like GPS and VHF radios should be considered. *Note: All VHF radio operators require a Restricted Operator's Certificate (Maritime) (ROC(M)).*

Emergency and safety equipment should be checked to ensure it is all there and in working order. If, at any time, you can be more than one nautical mile from shore, make sure that you have enough flares, they are in good condition, not outdated and stored in a dry accessible location. There should be all the required safety equipment on board to at least meet the minimum regulations. A pre-departure Pleasure Craft Courtesy Check

from your local Canadian Power & Sail Squadron would be a good idea. They will check over your entire vessel for safety related items. Also consider an "over-board pole".

There must be a Personal Flotation Device (PFD) on board for every person. They must be in good shape and the right size to fit everyone. Attach a whistle to each PFD or lifejacket and, for overnight passages, attaching a small waterproof strobe light is also worth considering.

Make sure you have a tool kit and the spare parts required to effect basic repairs. Most breakdowns are the result of running out of gas so make sure you have enough to meet the 1/3rd rule: 1/3rd to get to your destination, 1/3rd to get back and 1/3rd for emergencies. If you're sailing, consider how much gas you would need for your auxiliary power should there be no wind.

Carry enough food and water for everyone on board to meet your needs should you not be able to make it to a port as planned. Think about having enough for at least one extra day.

Carry a basic First Aid Kit. Check it to make sure that all the items that are usually in it are still there. Extra sun screen is a good idea and if anyone uses personal medications make sure they are carrying a good supply with enough extra for emergencies. Seasickness can ruin a fun trip for anyone, so also consider a supply of seasickness medication.

Everyone should have spare clothing, cold weather gear should it become necessary, a hat and sun glasses.

Check local, long range marine weather forecasts.

If you are travelling in International waters, including the US, make sure you have all the required travel documents and they are in good order. You will also need a Station License for your VHF radio(s).

FILE A TRIP PLAN

It is recommended that you file a Trip Plan before every trip no matter how long or short it is. A Trip Plan, sometimes called a Float Plan or Sail Plan, is a brief description of your trip, the proposed route, destinations and timing. It should include a description of the vessel and identify all the people on board, contact information and the date and time of the expected return. Give a copy of the Trip Plan to a responsible person and instruct them to contact the police and/or your regional Rescue Coordination Centre if you fail to return at the expected time. For contact information, go to the Transport Canada Boating Safety web site www.boatingsafety.gc.ca or call 1-800-267-6687. If you are going on a longer trip, call in with a daily position report and report any changes to the planned route and timing. To avoid an unnecessary and costly search for you, make sure that you report your return and completion of the trip and "Close" the Trip Plan.

Forgetting to do this can result in lost time and valuable resources for Search and Rescue personnel.

Here is a sample plan taken from the CPS Boat Pro manual. Copies available by calling 1 888 CPS BOAT.

THE TRIP

Make sure everyone knows where all the safety, personal gear and food supplies are located.

Safety harnesses should be worn to attach lifelines to railings when moving about at night or in foul weather and it is strongly recommended that PFDs or lifejackets be worn at all times while on deck.

Before going too far, practice the procedure for aiding a person who has fallen overboard so that everyone knows what to do and how to do it.

Maintain a weather report watch on your VHF radio.

Special consideration should be given to children aboard, especially those who might not be familiar with the boating experience. A child who does not enjoy boating or who is prone to seasickness can make an entire trip miserable for everyone aboard. Children need a place where they can keep their own things, a place they can call their own and where they can go should they get tired, bored, feel ill or need a place to go during rough seas. Carry a supply of toys, games and work books to keep them occupied. When on deck all children should wear their PFD and know what to do and to expect should they fall overboard. Again, remember the lifelines in rough weather. Give children responsibilities and use the trip as a learning experience to improve their boating skills.

Set up a regular schedule for meals, assign duties for meal preparation and clean up. Make sure there is always a sup-

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Suggested List of Watch Duties

- Call the Skipper if any problem arises including changes in weather, an approaching vessel or if you see a pattern of lights that you don't understand.
- Have a list of required general duties.
- Check the horizon 360 degrees for other vessels, every ten minutes. Check the compass course and if you are sailing, the set of the sails.
- During darkness or rough weather wear a strobe light and safety harness and stay "locked on".
- Enter a rough log with instrument readings and any change in course every hour.
- If rain threatens, secure all ports and hatches and any loose gear.
- Wake your relief ten minutes before the hour and stay on deck with your relief for ten minutes to go over your current situation and allow the relief to adjust to nighttime conditions. Repeat all instructions to ensure the relief person knows and understands them.
- After turning over the helm make a final check to ensure all systems are secure before going below.
- The evening duty watch turns on all running lights and the morning duty watch turns them off. Consider shortening sail at night and don't travel about the deck unless you are in harness and "locked on". Be careful, watch your footing, don't try difficult jobs alone and above all BE CAREFUL. Don't take chances.
- Self-steering or an auto helm can steer a vessel accurately and safely under most conditions if it is well matched to the boat. While it can be enjoyable for a crew member to steer for a few hours under good conditions, after a while it can become disagreeable and monotonous. Self-steering can be the equivalent of more than one extra crew member and can work tirelessly 24 hours a day to allow crew members to relax and get adequate rest conserving energy for more important activities.

Sample Trip Plan

Canadian Power & Sail Squadrons
www.cpsp.ca



Trip plan

Vessel name and number		<input type="checkbox"/> Sail <input type="checkbox"/> Power	
Name and address		Telephone	
Weather and type			
Colour	Hull	Deck	Cabin
Type of engine(s)		Other distinguishing features	
Radio and distress microphone	VHF channel	VHF channel	CE channel
Lifeline		Soft dingy or small boat (colour)	
Other safety equipment			
Flare (number)	Whistle(s) (number)	Other	

Where to Call Search and Rescue

East RCC Halifax 1 800 565-1582	Central RCC Toronto 1 800 267-7370
MRSIC St. John's 1 800 263-2444	MRSIC Quebec 1 800 483-4393
West RCC Victoria 1 800 567-5111	

Trip No. 1	Date	Time	Number on board
Leaving from	Going to		
Proposed route and time of arrival	Route and time of arrival		
Returning on (date)	Date		
Call Search and Rescue at	Time		
Trip No. 2	Date	Time	Number on board
Leaving from	Going to		
Proposed route and time of arrival	Route and time of arrival		
Returning on (date)	Date		
Call Search and Rescue at	Time		
Trip No. 3	Date	Time	Number on board
Leaving from	Going to		
Proposed route and time of arrival	Route and time of arrival		
Returning on (date)	Date		
Call Search and Rescue at	Time		

Notify the person holding the trip plan of any changes, especially late arrival times.

Source: Canadian Power and Sail Squadrons
www.cpsboat.ca

ply of fresh water so people don't get dehydrated. Allow at least 4-6 litres per person and establish a water conservation plan should an emergency arise.

The skipper's responsibility includes the safety of all passengers and crew and the safe operation of the vessel. The skipper should let everyone know what is expected of them, when and why. Everyone should begin to think of themselves as part of a team and that they are also responsible for their shipmate's safety and welfare. For any lengthy passage, the skipper should set up a "watch keeping" schedule so everyone has a turn to maintain a watch and have time to relax, rest or sleep. The skipper should ensure that they get enough rest to be able to take control should the need arise. A rested crew is a safe crew; they are less likely to make mistakes and errors in judgment.

A watch system will let everyone know when they have time on deck and time below. Without such a system, everyone will tend to be on deck all the time until

they run out of steam. A suggestion is to split the crew up into groups of two with one on deck and one below every four hours. This would be effective not just for night passages but during the daytime as well for multi-day passages. With only two people on board usually three hours is enough time at the helm. When single-handing, there should be a fixed time to work and a fixed time to sleep. During sleep, a radar alarm should be set to notify the skipper of the presence of another ship or potential hazard within a designated radius (i.e., 5 kilometers).

During all passages be aware of the needs of others and be courteous. A boat can become very cramped quarters after even a short time. Try and maintain a tidy vessel. Stow loose and unneeded gear so it doesn't get in the way and become a potential safety hazard.

When you get to port carry out a quick all round clean up, dispose of any garbage in proper garbage and recyclable waste disposal units. Re-fuel, top up fresh water

tanks and empty black and grey water tanks at approved pump out facilities. Re-supply as necessary and go over your pre-departure check list one more time.

Repeat this process each time you enter a new port and again at the end of the trip.

POST-TRIP FOLLOW-UP

The first thing to do is to report to the person who has your Trip Plan and let them know that you have returned and your trip is completed.

This is the third and final activity. As you "circle" the vessel and clean up, note any necessary repairs and replacement that are required and set up a schedule to carry them out so that you are ready for the next trip. Check for any wear and tear, check for leaks, replace or service any safety items that you have used and try to leave the vessel in the same condition it was before you loaded up your personal items and food stores and started out on your trip. 🐾

Antifouling: More than One Way to Think Green

WELL IT'S SPRING and time to organize most people's least favourite spring outfitting job. Time to get the bottom painted. These days, when it comes to antifouling paints, we need to consider not just the cost to ourselves, but also the cost to the environment. With a little education, boaters can make both a green and a cost-effective decision for their antifouling paint.

First, a little history. From early days, copper in various forms, from copper sheathing to cuprous oxide in paint was the best available biocide for antifouling. Remember TBT (tributyltin). When it was introduced in the 1970s it seemed to deliver what everybody wanted. TBT was very effective in preventing slime and algae growth, as well as in discouraging the various little critters that love to attach themselves to boats. It came in nice strong colours and it was safe to use on aluminium hulls and outdrives. The only problem was that it was just too effective against the critters and carried on attacking them long after it had left the bottom of the boat. Research began to show negative effects on the marine environment and, by the late 1980s, TBT had been banned for recreational boats in both Europe and North America.

So, it was back to the future for paint manufacturers. With the switch back to copper, several issues became apparent. First it was not safe to use on aluminium and second, copper is much less effective against slime and algae. Today, all the major paint companies are spending millions of dollars on research into effective



An ablative antifouling paint such as Micron CSC from Interlux has a positive impact on the environment in that the paint wears away in a controlled fashion, releasing its biocide over a longer period, meaning lower concentrations of toxins in the water.

and environmentally safe antifouling paints and finishes.

Broadly speaking we now have two basic choices in antifouling: hard finishes and soft finishes. Soft paints, known as ablative, are meant to wear away as the boat moves through the water, continually exposing fresh biocide. This has the advantage of a controlled release of biocide and other points, which I'll touch on later.

Hard finish antifouling paints do not wear away in the manner of an ablative, but begin to release their biocide immediately on contact with the water. After launching, the biocide is depleted in a fairly short time, usually 6 months or so. Traditional copper-based antifouling paints are moderately hard and may make sense in areas where the boat is used for a short season. Harder antifouling paints are practical for boats that are trailered or where owners want to be able to scrub the bottom during the season, something you cannot do with an abla-

tive paint.

Hard antifouling, which needs to be renewed each season, builds up over time. Eventually this accumulated paint has to be removed in a messy and time-consuming job. Increasingly, environmental agencies are casting a critical eye on just what happens to the waste scrapings and disposal will become more expensive and problematic over time. Teflon®-based paints are another popular type of hard antifouling. These provide a very durable slick surface that discourages fouling and can be polished to a smooth finish. Paints such as VC17 from Interlux are popular with the racing crowd. Research continues on these smooth surface paints with the goal of an effective non-toxic finish. We're not there yet and Teflon® paints still do have the disadvantage of building up over time.

When looking at the environmental impact of antifouling paints, there are two basic factors to consider: first, what

ENVIRONMENT

The ability to overcoat an ablative paint with no sanding or nasty paint stripper means no messy cleanup and therefore no toxic waste left in the yard. The effectiveness of the paint translates into less fuel per mile and lower cost over time.

happens above water. That is to say, the effect of volatile organic compounds (VOC) emissions during application and also, the disposal of waste after cleaning. VOCs are solvents that get released into the air as the paint dries.

The second is the impact on the marine environment once the paint is immersed and begins to release its biocide. The type and composition of these biocides is an area of continuing research at all paint companies. Work continues on various organic-based biocides, but at this time copper is still the most common.

For dealing with the problem of VOCs, the thrust of research has been in



water-based paints and all the major paint companies are working on these formulations. Several, such as Aquagard, are on the market now. With water-based paint, there are no harmful VOCs. This eliminates ventilation problems with shop application; makes for easier cleanup-up and now there are no serious disposal issues for waste product.

When considering the environmental impact of any antifouling, it is always important to look at all the factors involved. An ablative antifouling such as Micron CSC from Interlux, while it does not solve the VOC issue, still has a positive impact on the environment. The fact that the paint wears away in a controlled fashion, releasing its biocide over a

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longer period, means lower concentrations of toxins in the water. The ability to overcoat an ablative paint with no sanding or nasty paint stripper means no messy cleanup and therefore no toxic waste. The effectiveness of the paint translates into less fuel per mile and lower cost over time.

The effectiveness of any particular paint varies depending on where it is being used. The amount of fouling can vary a great deal even in a small area, even in the same marina, depending on factors such as a water flow, salinity, pollution, etc.

When I spoke with the representatives of International Paints and Aquagard, while each made a case for the advantages of their product, one issue they both mentioned was that the Canadian boater has a more limited product choice

Tips

- While regular paint covers about 500 sq. ft. per gallon, antifouling paint covers only about 300 sq. ft. To know how much paint you will need, multiply your boat's length by the beam and calculate 90% of that.
- Whenever possible, use wet sandpaper rather than dry.
- Protect yourself! Never spray solvent based antifouling. Wear goggles and a good respirator with the correct filter, for vapour or dust, depending on the job.
- You should only paint in an area with good ventilation and stop immediately if you feel any adverse reaction to the fumes, such as headache or nausea.
- Keep yourself covered; a tyvek suit is best. Wear good rubber gloves.
- Put the sacrificial zincs on before you paint for best conductivity and don't paint the zinc itself.
- Always read the labels!
- Get everything prepared in advance so you spend as little time as possible under the boat.
- Antifouling paints need to be constantly stirred to ensure even distribution of the toxin.
- Short nap rollers are best; thicker ones become gummed up in short order.
- It's a good idea to shower after painting to remove any possible traces of toxin from your skin.
- The most important thing to remember is that movement through the water retards the growth of any fouling. Indeed, ablative paints only work effectively through the friction of water over the hull. So the bottom line is, whatever paint you choose, use your boat!

than does his or her US counterpart. This is due to the fact that Canada does not accept US data at face value, but needs to conduct its own tests for each ingredient in any new antifouling product. There may be perfectly good reasons for this,

but it does slow down the introduction of new products into our market. The cost to a manufacturer for testing and even special labelling may not be warranted in some cases, given the relatively small volume of paint sold. 🐭



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This flagship marine navigator is missing just one thing — buttons. The GPSMAP 5012 features an unprecedented touchscreen interface, along with a satellite-enhanced worldwide basemap and a whopping 12.1" screen that makes navigation as easy as pointing your finger. By connecting to the Garmin Marine Network, you can add sonar, radar and weather. For even more advanced features, you can add the optional BlueChart® g2 Vision card.

GPSMAP 5008 ...same as above with 8" screen

GPSMAP 5015 ...same as above with 15" screen

GPSMAP4012

The power of networking meets the brilliance of great design in this chartplotter, which serves as your all-in-one "nerve centre" for the Garmin Marine Network. The 12.1" XGA "big screen" display combines video-quality resolution and luminous colour with the latest in sensor and data options.

GPSMAP 4008 ...same as above with 8" screen

GPSMAP 4010 ...same as above with 10" screen



GPSMAP3206

Designed for boaters who want large-display colour chartplotters with networking capability to combine GPS, radar, XM WX Satellite Weather, sonar and other data. These chartplotters feature built-in marine detail charts - utilizing elements of Garmin's new Bluechart g2 technology

GPSMAP 3210 ...same as above with 10" screen

GPSMAP 3205 ...same as above with 5" screen

4 kw Radome Antennas



GMR-18
GMR-18HD

The GMR 18 is a 4 kilowatt radar with 36 nm range. At 18 inches in diameter, it is twice as powerful as most other radars in its size and price range. Combine that with the antenna's 5.0° beamwidth, and you're looking at the best weather penetration and target definition in its class



GMR-24
GMR-24HD

The GMR 24 is a 24-inch radome with 4 kilowatts of transmit power and a range of 48 nautical miles. With 3.6° horizontal beamwidth, the GMR 24 offers clear target definition in all weather conditions. The GMR 24 processes raw data within the radome for fast and efficient presentation of radar signatures



GMR-404
4 kw Open Array

GMR-406
6 kw Open Array

The GMR 404 is a 4-foot open array scanner with 1.8° beamwidth and a range of 72 nautical miles. With this beamwidth and 4 kilowatts of power, the 404 offers outstanding clarity, precision and target definition. Pedestal sold separately.

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- 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)

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- Built-in worldwide basemaps - SD card slot - 10,000 point track log
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- 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)



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Is Your VHF Antenna an Annual Replacement Item?

AT LEAST ONE marine electronics dealer we interviewed said your VHF antenna was an item that should be replaced annually. Ken Harrison at Summerhill.ca on the other hand, said that a good antenna should last 5 to 8 years (depending on whether or not it was used as a grab handle)!

One manufacturer told us that 80% of all VHF problems are antenna related. Everyone agreed that the antenna and cabling was the greatest factor limiting the performance of your VHF radio. Alan Stovell at Western Marine Distributors and Transat Marine made the sage comment that, "...the antenna was the 'low

price football' in many VHF radio deals."

This is not hard to understand. Buyers search out and are "sold" by the radio's features and quality. The antenna is a low interest item and the cable gets barely a second thought from many boaters. They are just necessary pieces in the deal. And hey! What can possibly go wrong with an antenna?

Well, it turns out that there are several potential points of failure. The wiring inside the actual antenna can be damaged or broken and that limits or ends the signal. The internal connections are relatively delicate and pounding over waves, whacking an overhead obstruction, banging on the gunwhale during trailering and, of course, when someone uses it as a grab bar, all can cause failure. So can water or moisture intrusion, especially in salt water.

Buying a better bracket is an excellent investment in preventing your antenna from vibration fatigue. One distributor told us that yellow plastic has no ultraviolet inhibitors so it will become brittle overtime. Stainless steel will stand up the best for brackets. Using the shortest cable can enhance performance but it takes an expert installer to shorten a cable and add a connector with "factory" precision.

Antennas generally all look the same but reliability and long life directly traces back to the quality of construction. Features like strong mechanical joints and having the radiator and electrical elements encased in a fiberglass rod all improve quality. The element inside



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- Lower insurance costs

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- Controlled access
- Minimize winterizing costs
- Reduce insurance costs
- No corrosion
- No oxidation
- Boat stays cleaner
- Extends the overall boating season
- Monitored Security

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the antenna is always slowly corroding, so you're losing performance at all times.

Silver-plated elements and gold-plated connections ward off corrosion. Antennas with foam filling greatly reduce or eliminate vibration that causes fatigue and wire damage or moisture intrusion. Top quality antennas are sometimes finished in an epoxy for maximum UV resistance.

Height is the most important factor in getting the greatest range, so choose an antenna that can be placed as high as possible. Antennas on sailboats can be a 3-foot to 5-foot antenna mounted on the masthead. Powerboats 16 to 25 feet in length generally use a standard 8-foot antenna while larger vessels can support larger antennas that can offer greater "gain".

Gain is a rating stated in decibels [dB]. Generally, the higher the gain, the greater the communicating range. However, the higher the gain, the more compressed the beam width becomes. A 3 dB pattern is sort of round-shaped and easy to receive while the 6 dB and 9 dB antennas have successively narrower patterns that travel further but can cause fading in rolling seas. Small boats, which will roll excessively in heavy seas, normally do not use a gain rating above 6 dB. Consult your dealer for the best option.

The same advice goes for cable. Better cable lasts longer and suffers lower losses while often being more UV stable. Low-end, friction-fit connectors

can work loose. Look for more durable solder-fit connectors. One expert advised us that regular boat maintenance means check and replace your VHF cable every three years.

By spending only a few dollars more you get a far better antenna. By spend-

ing only 25 to 30% more than the cheapest antennas [which are as little as \$50 anyway] you get a dramatically better product.

Since many factors influence the selection of a proper antenna, we encourage consultation with your dealer. ↵

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Big Box Botch-Up or Why You Need OEM Marine Lubricants



FAR TOO MANY people do this in the spring; drop into the nearest big box store and grab a season's supply of universal, discount-priced 2-stroke oil, car oil for their 4-stroke outboard and inboard engines and maybe some all-purpose grease for their cables and steering gear.

The high school kid at the big box store may or may not know anything about boats and marine engines but unless that store specially stocks (and you are clever enough to buy) genuine OEM marine lubricants, your engine can suffer.

We spoke to two of the industry's top tech people: Steve Auger at Mercury

Marine and Rob Bradley at Yamaha Canada.

"Your car engine rarely reaches maximum RPM even for a few seconds," Steve Auger pointed out, "but your boat engine often runs at or near top speed – sometimes for long periods of time. The big box stores generally stock automotive products – a totally different application. Mercury sells Mercury and Quicksilver lubricants, specifically developed and tested to protect your Mercury engine and these meet all warranty requirements."

The National Marine Manufacturers Association (NMMA) and the marine

engine manufacturers have established and rigidly adhere to testing criteria for marine lubricants. For example, the tests for 2-stroke oils and 4-stroke oils include bench tests for viscosity, corrosion, filter plugging, foaming and aeration. NMMA-spec oil must successfully pass a 100-hour general performance engine test as well.

FC-W™ lubricants have demonstrated the necessary performance and quality needed in marine high performance 4-stroke engines. These formulations can mean significantly reduced emissions to satisfy EPA requirements, meet warranty requirements and generally deliver

increased customer satisfaction due to engines lasting longer with less maintenance and repair.

TC-W3® lubricants for 2-stroke outboards now have to go a step further, because new 2-stroke engines have moved towards higher cylinder temperatures and compression as part of meeting the EPA emissions reductions.

TC-W3® tests include varied bench tests for fluidity, lubricity, viscosity, etc., plus the oil must meet minimum, ring-sticking and carbon build-up on pistons in engine tests. The tests are run for 100 hours each and the engines are stopped every ten hours for inspection. The chemical make-up of the TC-W3® oils vary due to the various additive packages involved with each oil brand. Accordingly, it's a performance-based qualifications program. The testing



process is comprehensive and expensive, but worth the outcome for consumers and manufacturers.

Rob Bradley at Yamaha pointed out that, "Resistance to foaming and the aspect of fuel dilution are marine-spe-

cific considerations. In some cases, when the new high performance 4-stroke engines are used for extended periods at low speeds, example: extended trolling periods in cold temperatures, the burn is not as complete and gas can dilute the oil. We control for that and test for a salt fog condition too. Our Yamalube products are formulated to resist shear for wear protection, they have special corrosion inhibitors. You can be sure your engine is not getting that protection from big box price point products."

So, the conclusion is clear. Go to your Mercury, Yamaha, Suzuki, Nissan/Tohatsu, Honda or BRP dealer and buy the OEM factory lubricants. The price difference for the season could be as little as \$20 to protect what could easily be a \$10,000 engine. ↵



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For one beautiful summer day, the Easter Seals Regatta plays host to racers, cruisers and participants. Each year over 70 Easter Seals kids and their families are able to enjoy an exciting day on the water because of the generosity of many skippers in the Children's Cruising Fleet.

Squirrel Cove - the store is just up from the wharf and the dingy dock is to the right.

this magical spot for all to enjoy.

Approaching from the northwest, the most conspicuous landmark is the park's sign on the northeast shore. Although the entrance appears narrow and shallow, there is more than adequate width and depth in its narrowest part. Danger lurks however in the form of a rock with less than 6.5 feet of water above it and only visible at low water; we favoured the western shoreline to keep clear.

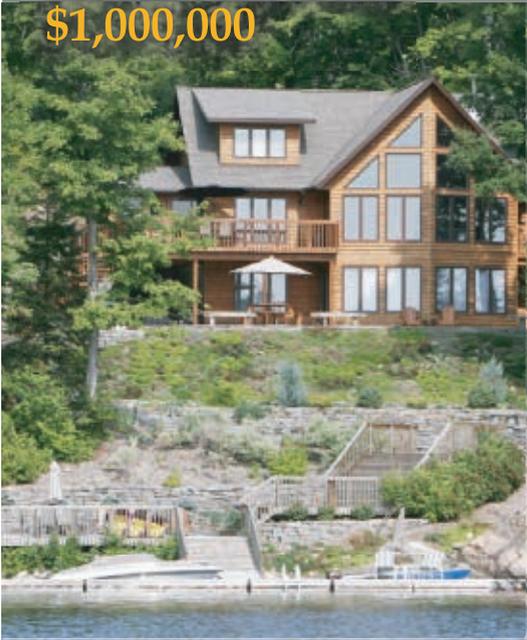
Although sheltered Hāthayim Marine Park can become crowded in the summer, it offers a rich variety of nooks and crannies to anchor in as well as peaceful lagoons to explore and forested trails to hike. "Buccaneer Cove", one of the most



serene anchorages in the inlet has a shallow bar at its entrance, dries at the southern end at low water and can only fit two or three boats comfortably. Once

settled, you could spend a few blissful days walking the trails, lazing in the cockpit or dining al fresco overlooking the sunset.

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To complete our circumnavigation of Cortes Island we bade farewell to the delights of Von Donop Inlet and headed southwest to Squirrel Cove, the most popular anchorage on the island where good all-weather protection can be found throughout.

We entered the anchorage of Squirrel Cove west of Protection Island. Taking a tour of the shoreline, we passed the spot where Bill Randall produced his famous cinnamon buns for boaters visiting the cove. The added tot of 100-percent-proof rum he blended into each batch kept people coming back year after year. Although Bill and his rustic home bakery are no longer in the cove, his legend will certainly live on.

The following morning, we woke to a grey drizzle. No generators disturbed the silence while boaters rowed around

the anchorage to visit neighbours or rendezvous at the mouth of "Squirrel Cove Lagoon". The small islet in the centre of the cove is also interesting to explore, but visitors should be aware that property surrounding the cove is either private or part of the Klahoose First Nations land.

The Community of Squirrel Cove, its public wharf and general store are located at least two miles away. If space is available boaters can tie up at the public wharf, although temporary anchorage is possible northwest of the wharf. The well-stocked store carries everything you might need, including fresh and organic produce, propane, ice, charts and an excellent variety of hardware. They also have a post office and laundry and shower facilities.

The Cortes Craft Shop, a co-op of

island artists and craftspeople, carries a wonderful variety of unique hand-made works. The Cove Restaurant, reputed for its organic local produce, is open daily throughout the summer, and you can watch the boat traffic entering and exiting Squirrel Cove from its shaded deck. Don't miss the Sunday market, where you can meet local artists and musicians and stock up on fresh and organic produce.

The late August days were growing shorter however the good weather seemed to be endless. With this in mind we put on our thinking caps and planned our final, early September adventure before the southerly trek home to Vancouver and the inevitability of the grey rainy days of fall; we wanted the summer to go on forever. ↵

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Distress Location Notification



The newer 406 KHz units like this one, have a signal that is 50 times stronger than the older units and this has resulted in faster detection and better location accuracy as well as much more information received via the EPIRB.

mer Soviet Union, the US, France and Canada created the Cospas-Sarsat satellite system to track signals from these fancy units. Here's how it works.

There are three kinds of electronic devices – ELTs, PLBs and EPIRBs. Electronic Locating Devices (ELTs) are designed for aircraft and based on regulations, almost all aircraft have them. Personal Locating Devices (PLBs) are designed for people – hikers or workers in remote or dangerous locations. EPIRBs are designed for marine environments which means they are very robust, can float and are often self-activating (if a vessel sinks) and can continue sending a signal for 48 hours.

All of these devices now transmit on one frequency, 406 KHz, and this can be detected globally. This is new as of this February, 2009; rather, it's more accurate to say that the Cospas-Sarsat system now only tracks 406 KHz signals and no longer the original 121.5/243 KHz signal. The change was made so that EPIRB signals could be clearly recognized amid a whole mish-match of digital information floating around in the ether world. The 406 KHz units have a signal that is 50 times stronger than the older units and this has resulted in faster detection and better location accuracy and much more information received via the EPIRB. Embedded in the coded signal can be your name, address, phone number, vessel description and a contact on shore

A GREAT ASPECT of boating is getting away from it all. However, in this day and age of digital connectivity and the fixation of instant gratification, leaving it all behind at the dock is a challenge. How many of us are addicted to that cell phone, Blackberry and GPS unit so that we stay connected to what's going on out there? When leaving the dock one must really force oneself to turn off the phone, ditch the Blackberry and focus on getting to a secluded spot where there is no digital coverage, drop the anchor and relax. But then there's the rub – if you get to where no one can reach you, how can you reach somebody if you need some help?

Indeed, it is pretty hard to find destinations of isolation without going offshore but there are nooks and crannies in every bay, lake and inlet where you may not have VHF radio coverage and cell phone towers are usually directed to

land, not out to sea. If you find yourself over the side, or your vessel is in a situation of distress whether it is in a coverage black-hole or not, when the unexpected has put you in a pickle, it may be difficult to keep your composure and remember to hit the DSC VHF Distress button or get back to the person in the water. Worst case scenario: there's no button to hit since the boat has succumbed to the weather and waves and left you alone bobbing in the water. So what's left? Electronic alerting systems.

FIRST, FOR VESSELS – EPIRBs

An EPIRB is an Emergency Position Indicating Radio Beacon. These have been around for a while but of late there have been some system upgrades that make these devices pretty potent in terms of identifying a vessel in distress, locating it and getting help to it. In 1979, the for-

who is aware of your sail plan. The 406 KHz can be detected in a matter of minutes and location confirmed in a few minutes more, using both geostationary and low-earth orbit SAR satellites. The 406 KHz does not involve earth-based satellite stations; it can be detected in a single satellite pass and location can be determined within 100m if a GPS position is encoded in the message! WOW!

The signal that is detected by a satellite is downloaded to a Local User Terminal (LUT) that automatically sends it to one of 26 Mission Control Centres (MCC) located around the globe. In Canada, the MCC is at the Rescue Coordination Centre (RCC) based in Trenton, Ontario, and is known as the CMCC – the first ‘C’ in that acronym is for Canadian. Of note, in Canada the RCC’s are jointly operated by the Canadian Coast Guard (CCG) with its marine resource focus and the Department of National Defence (DND)/Air Force with air resource focus, so they are known as JRCC’s, J for Joint. Once the signal is decoded, the CMCC will send it on to the appropriate RCC in the country, either in Victoria or Halifax or perhaps right there in Trenton. In Canada, there are additionally two Maritime Rescue Sub Centres (MRSC) located in Quebec City and St John’s, Newfoundland. They are part of the mix that ultimately tasks rescue resources to

track down the source of the signal – the vessel foundering or the PIW (Persons In Water). There – the acronym paragraph is complete!

All this works best when your beacon is registered with the Canadian Beacon Registry and this can be done on-line (www.beacons.nss.gc.ca) or via e-mail or fax. All very convenient and important as the info there (owner’s name, vessel description, emergency contact information) allows Search and Rescue (SAR) authorities to cross reference data through a phone call to quickly confirm that the signal is legitimate and not a false alert.

Disposal of an old or no longer used EPIRB is important since a discarded EPIRB may set off a wild goose chase for SAR resources if it is activated when knocked over in a box in the garage or going down the road in a dumpster or buried in a landfill. Not good for the environment and certainly not a benefit to the SAR system. If an EPIRB is to be discarded, do so properly and close the loop by updating the Canadian Beacon Registry.

Storage is another important factor for EPIRBs since in Canada most recreational boating activities do not take place throughout the entire year. It is of utmost importance that the battery is disconnected to, again, reduce the potential for a false alert through accidental activation.

Accidental activation can happen and to nip any response in the bud, a call to the CMCC (1-800-211-8107) will shut things down. And no worries, there is no fine for setting it off if it was accidental and not a case of gross negligence, carelessness, improper storage or handling, or a hoax. No fine but perhaps a ‘shucks-darn’ feeling for setting it off in the first place as well as a greater admiration for the power of the units and the extensive system and well-trained people running it.

Yes, digital signals can be detected in many ways and EPIRBs ensure that no matter where you are, you and your vessel can be found. The EPIRB/SARSAT system is indeed huge and one would not expect the typical recreational boater to have a need for such a distress notification device. In fact, in Canada, EPIRBs are required only on commercial vessels (cargo, fishing, tugs) and are just ‘recommended’ for recreational vessels. No doubt though, there are recreational boaters who undertake voyages that would best see their vessels outfitted with an EPIRB. Any offshore sailing or racing or transits of large bodies of water – oceans or Great Lakes. Any international sailing to southern climates sees EPIRBs side-step language barriers and perhaps less capable or less effective SAR systems in small or island countries.

The cost of an EPIRB is not cheap.

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Then again, this is relative to the price you paid for your vessel and the price you put on safety. Figure around \$1,500 for one that does everything described above, but shop around and find the right one for your boating application and in your price range. And remember the responsibility that goes with owning one – registration, storage, handling and disposal.

WHAT ABOUT ELECTRONIC DEVICES FOR INDIVIDUALS?

Crew-overboard (COB) is not an event anyone wants to experience – neither the person in the water (PIW) nor the folks back on board. Although stories abound about the difficulty of getting a COB hoisted back up over the side, the important step is to notice that they are gone in the first place and to be able to keep an

eye on them in the second place. Sailing at night or over long transits that sees crew watches share wheel time and bunk time should involve harnesses and safety lines, but catching a toe on a cleat in the dark, a lurch of the boat off of an odd wave or a full knock down can see someone end up between the devil and the deep blue sea. An electronic device on them can both set off an alarm that indicates they are over the side and send a signal that can be tracked back on board to help locate them.

There are various devices on or coming out on the market. Some are proximity based; if the unit worn by a person is determined to be beyond the extremities of the vessel, then an audible alarm sounds alerting everyone else aboard that someone is no longer with them. The boat-based unit receives a signal that can

be honed in upon. Other units activate when immersed in water and communicate back to the boat (in some cases) through the boat's systems to notify land-based stations or to onboard plotters to give waypoints so the course back to the PIW can be steered. Others, again, send a signal that can be tracked by aircraft on specified frequencies. For offshore or long distance sailors, this personal type device fits to a 'T' and should be considered as an addition to safety harnesses, life lines, personal strobe lights and personal flotation devices – that are worn.

All in all, electronic notification of distress locations are the norm today and boaters should evaluate the voyages they wish to take to determine what is right for them. Make the right choice, be responsible with the unit and be that much safer on the water. 🐦



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An Essential Galley Read

By Greg Nicoll

FEBRUARY IN Vancouver is frustrating for this Toronto-based Galley Guy. There are boats bobbing in the water, but no place to go. At home, shrinkwrap removes any temptation to sneak out for a cruise even although it looks so easy to cast off the lines, hoist a chute and take a run down English Bay.

Bob Stevenson from Desolation Yacht Charters is planning to get his boats ready for action by late February and Marla from Cooper Boating is busily filling their charter schedule. Any respectable Galley Guy just wants to be on a boat with either some old friends or soon-to-be new, good friends, enjoying humorous banter and finding the best wine or spirit to complement a hearty feast. There are great expectations for the upcoming season but, sadly, one very important person will not making the trip. Sadly, James Barber, The Urban Peasant passed away at the age of 84 in November 2007.

James, the Canadian cooking guru authored a *Pacific Yachting* column for several years. As a boater himself, James understood the spatial limitations of the galley and taught us how to be inventive and daring with food. Be creative, take chances, use what you have and "always lick the spoon." His writing was light-hearted and he delighted his readers with simple and practical recipes.

James Barber was actually an integral



ingredient in the launch of Canadian Yachting's Galley Guys column. When we heard James Barber present at a recent Vancouver boat show, we recognized an opportunity to help inspire boaters improve their boating lifestyle by encouraging them to entertain more, find short cuts to preparing great food and adjusting to the realities that a local store might be three days back and the dishwasher is again, a human being.

The secret to cooking on boats is recognizing that the rules are different. You're not entertaining, you're not at home with unlimited supplies, but you've usually got a crew with an appetite. If you can regularly have supper in front of them less than 30 minutes

after the anchor goes down, you'll be the most popular person on board.

"Forget Emeril, Martha and even Julia. Forget the gourmet magazines, your grandma's secret spaghetti sauce and the class you once took on making foie gras an essential part of your life. Remember that a boat galley is no place for flambé or consommés. You're not a chef, you're a cook. I've cooked strapped in on sailboats, commercial fish boats, working tugboats, and for two years on a 19' Lightning sailboat with a Primus and a leaky cockpit awning. They're all the same: not enough room, or pots, or spices, and always something missing."

James Barber

Marmalade Magic

"Most times you haven't got exactly what you need in a galley. If the recipe calls for sugar and all that you've got that's sweet is a jar of marmalade try that instead. And it is great on hot cakes, French toast and porridge. Two large tablespoons of the same marmalade warmed in the frying pan for the last two minutes of frying chicken breasts makes a gorgeous sauce. The next time you're cooking at home and your mind switches back to the boat (mucking about) mode, try a whiskey/marmalade sauce on lamb chops and add a couple of pinches of hot cayenne pepper to make it even better.

Get the best marmalade you can find, orange or ginger or lemon marmalade (read the label to check that fruit is a major ingredient), and reckon to use it all up on the weekend you open it."

Excerpt from the new James Barber in the Galley cookbook recently published by Pacific Yachting now available from www.pacificyachting.com.

Hunter appoints True North Yachts Inc to serve Ontario Market

KNOWN FOR its business acumen and long standing dealer principles, Hunter Marine does not ever stray from its mantra of 'Going the Distance'; they listen to the marketplace. So it was no surprise that they recently appointed True North Yachts Inc. to be their newest Canadian dealer. With an experienced team already in place, True North Yachts is in position to provide the best of sales, service and support to new and existing Hunter owners throughout Ontario. With a commitment to Hunter alone, this dealership might be new, but it's



built on a solid financial foundation along with industry knowledge, marine experience and proven success.

The new company is a three-way partnership between Dr.

Robert Richardson LLB, principal shareholder and Secretary/Treasurer, Ross Richardson, MBA, as President and Allan Mestel, CPYB, as Vice President. Joining this team will be veteran yacht broker John Armstrong, CPYB, as General Manager, along with Jamie Crane, CPYB, Peter Solty, BOCP, and Greg Minogue rounding out the sales crew.

The brokerage division already boasts 125 listings and has already established a unique niche for its clients. A new service, BROKERAGE PLUS, allows the brokerage division to offer its clients access to the US market through its exclusive US marine financing arm. This service allows True North Yachts' customers access to any US boat and have it qualify for financing in Canada. This is a service that up until now has been unavailable here. For some boaters, this may be an attractive option to work with a brokerage company that ensures all the due diligence, survey work, fair market valuations and customs and taxes details are correctly in place. ↵

www.truenorthyachts.com

Happy 10th Birthday DSAO!

10 YEARS AGO, in the summer of 1999, the Mobility Cup came to Toronto and left in its wake the Disabled Sailing Association of Ontario (DSAO) and moreover what has become the country's largest sailing program for persons with a disability. More so than just a sailing program with specialized equipment, DSAO is truly a place of magic where it uses the rehabilitative aspects of the sport of sailing to promote health, wellness and fun!

Today, Mobility Cup is recognized as Canada's International Regatta for Sailor's with Disabilities. Every summer competitors come from across Canada and the United States as well as Europe and as far away as New Zealand. Billed as a "regatta of possibilities" Mobility Cup's inspiring format brings sailors that may



have never sailed before to the start line with Mobility Cup champions that have gone on to represent Canada in the Paralympic Games!

Mobility Cup is open to anyone with a significant disability – regardless of his or her sailing experience.

Mobility Cup '2009 Toronto celebrates its 10th anniversary of Toronto's first Mobility Cup.

In September 2009, 60 sailors will come from around the globe to compete from Ashbridges Bay Yacht Club on Toronto's waterfront for the Mobility Cup and the Sam Sullivan Trophy. ↵

www.mobilitycup.org

On Saturday, February 7, 2009, Ashbridges Bay Yacht Club hosted a charity event in support of Mobility Cup 2009. Paul Tingley - Canada's Gold Medallist in the 2.4mR sailing event, 2008 Paralympic Games, Qingdao, 2009 Rolex Sailor of the Year was the guest speaker. The event raised more than \$35,000 through ticket sales, door prizes, and both a live and silent auction!

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Photo: Gary Scott Beinhaupt

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C&C 29&MKII	3 FROM	\$27,900	HUNTER 37	1981	\$49,500
HUGHES 8.7	1980	\$32,900	TRIPP 37	1987/8	\$69,900
C&C 30	3 FROM	\$29,900	BENETEAU 38	1990	\$85,000
CATALINA 30	2 FROM	\$25,000	HUNTER 38	2006	\$164,900
CS 30	3 FROM	\$49,000	CORBIN 39	1981	\$70,000
EXPRESS 30	1985	\$36,900	EXPRESS 40	1989	\$85,700
SAN JUAN 30	1977	\$27,500	JEANNEAU 40	2002	\$199,000
TICON 30	2 FROM	\$39,000	C&C 41	1983	\$119,000
BAYFIELD 32C	1983	\$59,900	LANCER 42	1981	\$95,000
C&C 32	2 FROM	\$42,900	WHITBY 42	1973	\$99,000
DOUGLAS 32	1974	\$34,900	COLUMBIA 43	1970	\$59,900
C&C 33	1975	\$34,900	RELIANCE 44	1983	\$159,000
CS 33	4 FROM	\$49,900	WHITBY 45	1983	\$129,900
IRWIN 33 CB	1978	\$29,000	CAL 2-46	1973	\$99,900

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50'	Hawk Profil	1988	CS\$129,000	35'	Tom Colvin Schooner	1997	CS\$88,000
47'	Tradewinds Trawler MY	1994	CS\$239,000	33'	Cruisers 330 Express	2008	CS\$245,000
45'	Cruisers 455 EXMY	2008	CS\$650,000	33'	Hunter 33	2006	CS\$119,000
45'	Silverton 45-C	2008	US\$629,000	32'	Bayliner 325 SB	2006	CS\$119,000
43'	Silverton 43 MY	2003	CS\$300,000	32'	Chris-Craft 320 Amerosport	1987	CS\$33,900
42'	Cruisers 420 Express	2008	CS\$435,000	32'	Chris-Craft Amerosport	1987	CS\$29,900
42'	Cruisers 420 Express IPS	2006	CS\$369,900	32'	Hunter 326	2003	CS\$85,000
42'	Hunter 420 Centre Cockpit	2000	CS\$189,000	30'	Alberg 30	1978	CS\$18,500
41'	Hunter	2005	CS\$169,900	30'	CS 30	1988	CS\$52,900
41'	Hunter 41DS	2005	CS\$229,000	30'	Hunter Hunter 30T	1991	CS\$39,900
41'	Hunter 41DS	2005	CS\$229,000	30'	Mainship 30 Pilot Express	2006	US\$88,000
41'	Hunter AC	2005	CS\$255,000	30'	Maxum 3000 SCR	1998	CS\$59,900
41'	Silverton 410 Sport Bridge	2002	CS\$299,900	29'	Bayfield 29C	1988	CS\$36,000
40'	Cruisers 400 Express	2004	CS\$239,000	29'	Hunter 290	2000	CS\$69,900
39'	Silverton 39 Motor Yacht	2008	US\$325,000	28'	Bayliner 2858	1999	CS\$44,500
39'	Silverton 392 MY	2000	CS\$179,900	28'	Carver 280 Express	1994	CS\$27,500
38'	Princess 385	1985	CS\$139,900	26'	MacGregor w/drop keel	1993	CS\$14,900
38'	Silverton 38 Sport Bridge	2008	US\$275,000	26'	Nonsuch	1982	CS\$39,900
37'	President 37 Aft Cabin MY	1987	CS\$88,000	26'	Rinker 265 fiesta vee	1994	CS\$23,900
36'	CS CS Merlin	1988	CS\$84,900	26'	Searay 260DA	1999	CS\$28,000
36'	Silverton 36-C	2008	US\$239,000				
35'	Cruisers Yachts 3572 E	2001	CS\$149,900				
35'	Hunter Legend 35	1987	CS\$71,900				
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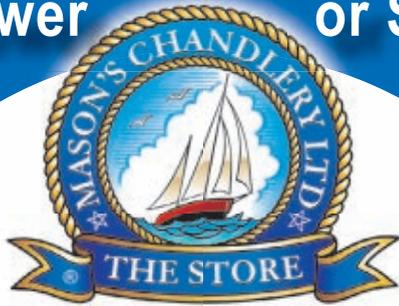
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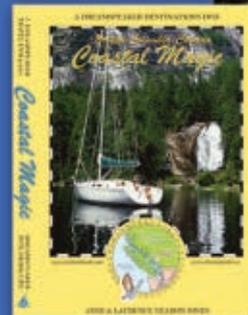
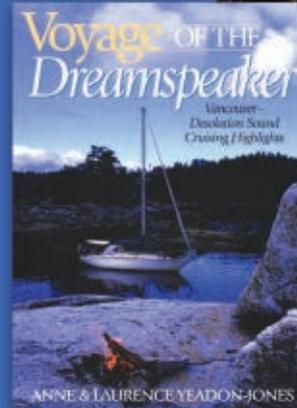
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In the early 70s sailing evolved from a few rich guys in blazers banging around in wooden yachts to a huge lifestyle passion delighting a broad range of people who discovered that boats were as much fun as a cottage and accessible to all. Suddenly, relatively low-cost, scrambled egg-free boat clubs were booming all over the country (and other countries too). The key to this sea change was the revolution in fiberglass technology that made it a snap to build sturdy, affordable and comparatively almost easy to maintain boats.

The C&C 27 was likely the finest mass-produced boat of that glorious time. By now you have certainly heard how the three Georges – Cuthbertson, Cassian and Hinterholler-built C&C to a world leader starting in the late 60s. Most often the story focuses on *Red Jacket*, *Manitou* and other racing machines, but it was the C&C 27 that came very close to revolutionizing the world of sailing. It was the Chevrolet of sail: you didn't need huge bucks to own one, it sailed like a dream and it was big enough for a family to comfortably cruise. The 27 had fine lines, good speed, indestructible construction and was (and

is) extremely seaworthy. Even though the final hull #979 rolled out the door in 1982, you'll still find the 27 sailing from Vancouver to Gimli to Halifax.

It was the boat the world needed, although that didn't suit C&C who unfortunately (for them) hadn't built planned obsolescence into the boat. The issue is that the work that went into a 27 could quite easily build a bigger, more expensive boat and that's what C&C did, quite successfully. They introduced the 30, 35, 40C and the custom C&C 61. Soon they unveiled the 24, 26, and 29 and 34 and (yikes!) the Mega 30. So many choices, who would accept the age and declining status of the 27. But C&C flourished and made the world's best boats until the nasty economic spiral of the early 90s shut the brand down for a lot of years.

The evolution of the Doral Citation in 1983 starts with a heritage so deep you'll want to hum *Oh Canada* while you read this. The story begins with indigenous Canadians using canoes on the rivers of Quebec. In 1935 Moïse Cadorette established his canoe company in the region, then added fiberglass construction. Fresh out of business school in 1971, Peter Hanna joined Cadorette. Then, quicker than you can say 'courier de glass,' he created his own Doral assembly plant to manufacture runabouts and cuddies

Spotting the opportunity, Peter buttonholed consumers including many of the female persuasion at the boats shows and got their input for what was at the time a giant step forward in his company. The resulting 25-foot, mid-cabin family

cruiser was affordable, performed well and was as cute as a button. Also incredibly well-built and comparatively inexpensive, thanks to the low Canadian dollar, around 1,200 were built over seven years. Some 95% sold in Canada, and they are almost all still in use. Doral upgraded to bigger boats with bigger price tags and did very well indeed. Sound familiar?

Well yes, the C&C 27 and Doral Citation are ideological twins that everyone who owned or owns adores. Not only that, but the two companies, C&C and Doral spawned a whole industry in Canada. Mark Ellis, Steve Killing and virtually every other Canadian designer is a C&C grad; as Doral grew the company spent fortunes on new designs by the likes of Neil Gilbert and those roots are alive in virtually all Canadian-built boats today.

Looking in the rear view, those two boats were iconic. They met the needs of their owners and made a lot of friends. The two companies each went on to be the international players in their respective power and sail markets, both collapsed under recessionary weight in the early 90s but both live on today under different ownership structures as well-respected brands in their field.

Consumer tastes are always chasing that shiny new something swimming by, but those two stalwarts set up two mighty companies and added a lot of character to our scene. This summer, when you pass a C&C 27 or a Citation on the lake, a small tip of the hat would be highly appropriate. 🇨🇦

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