

CANADIAN Yachting



BOAT REVIEWS

- Tiara Sovran 3500
- Bruce 22
- Jeanneau Sunfast 3200

HOW TO

- Manage Locks
- Protect Your Eyes
- Install a Home Theatre System
- Maintain Inboard Drives

*Discover Saba
and Montserrat*
Secrets of the Leeward Islands

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Launching Into Spring 2009

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Canadian Yachting is published six times a year.
Subscription Rates: 1 year \$20.00; 2 years \$32.00
Outside Canada: 1 year US \$40.00
Prices include GST Registration #R102819539

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We acknowledge the financial support of the Government of Canada, through the Canada Magazine Fund toward our editorial costs and through the Postal Assistance Program toward our mailing costs. PAP Registration No. 10984

Canada

Send all address changes, post office returns and subscription inquiries to Canadian Yachting, P.O. Box 338, Beeton, Ontario L0G 1A0
Tel: 905-729-1288 Fax: 905-729-4432
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WITH THE clear blue sky above and the golden rays of the spring sun bringing out the flowers and leaves, you just know a wonderful summer is coming to Canada.

Statistically, it was a fairly tough winter in most parts of Canada; I'm sure most Canadians are more than ready to celebrate summer! Whatever you want to put behind you – the slippery roads, the icy blasts of wind, or the slide of the stock market – summer is coming to help you forget the bad and get feeling good again.

Across the country, National Safe Boating Awareness Week kicked off Summer 2009 with press releases and media events in the headlines just ahead of the Victoria Day weekend – perfect timing for getting everyone to think about their next on-the-water outing. An important reminder about safe boating – the right equipment (all of it) and good practices (all of them) benefit everyone.

Thinking of boating safety, you'll enjoy Peter Garapick's column reminding us that in this age of high-tech electronics and computer navigation systems, there is a lot to be said for paper charts and a good old reliable compass. Peter always takes a humorous but valuable approach to the basics of boating safety.

The Yeadon-Jones' take you to the spectacular scenery and unspoiled environment of the Redondo Islands and Toba Inlet off the coast of B.C. Spectacular cruising and equally spectacular scenery is a constant reminder that Canada offers us some of the finest cruising on earth.

Make this the year you explore more of Canada's remarkable system of canals and locks – another highlight of Canadian boating and cruising. Under his Seamanship column, John Gullick gives you an important checklist and some good advice when traveling through some of the world's most famous Canadian canals and locks.

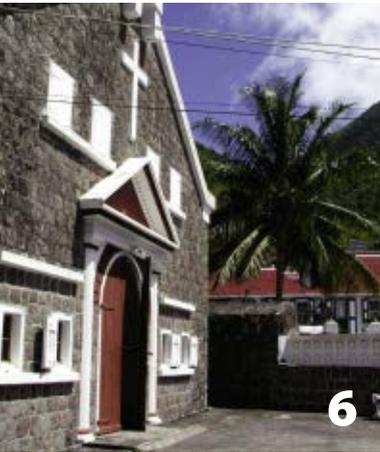
But, if you really dream of going someplace that's barely on the planet, follow Sheryl and Paul Shard on their Caribbean adventure to Saba and Montserrat – true hidden treasures of the Caribbean. The Shards have discovered that if your seamanship skills are up to handling small harbours with limited shelter, you can be rewarded with an adventure in unspoiled paradise locations that few people will ever see.

Also in this issue, we review three very different boats. If a big, luxurious and convenient cruiser is your taste, check out the Tiara Sovran 3500. It's 38 feet of all-weather yacht that can blast through white water at over 40 mph. If your idea of paradise is a sundown cruise at a snail's pace, check out the Canadian-built Bruce 22. It's a brand new and thoroughly modern take on a classic runabout that will take you sightseeing at a walking pace around the lake. Going fast or going slow, the Sunfast 3200 reveals itself to be stable, safe, fast and fun – that rare combination boat that is both a capable cruiser and an exhilarating racer.

We often take for granted that our inboard drive systems deserve at least occasional maintenance. This issue's Engine Room is a gentle reminder to sail and powerboat owners that these systems deserve at least occasional maintenance.

Lifestyle stuff is big this issue. In a new department – Health – we address the importance of protection from ultraviolet light protection and the proper use of sunglasses when outdoors. We also cover an area of rapidly expanding popularity – high-end audio video systems. Read about the cool home theater system installed on board a new Jeanneau 54. For a more laid back read, check out Galley Guys. Our resident Galley Guy, Greg Nicoll, gets a lesson in the finer points of fishing from the star of Going Fishing television, Darryl Chronzey.

So, the time is finally here – let's get splashed! 🍷



6



16



22



28

FEATURES

6 Exploring the Leeward Islands

Discover Saba and Montserrat

By Sheryl and Paul Shard

12 Cruising Redondo Island, B.C.

The Scenery Never Disappoints

By Anne and Laurence Yeadon-Jones



12

HOW TO

- 16 Manage Locks**
- 31 Protect Your Eyes**
- 40 Install a Home Theatre System On Board**
- 42 Be More Safe On Board**
- 45 Maintain Your Inboard Drives**

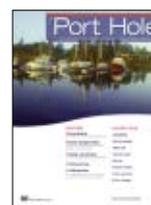
BOAT REVIEWS

- 22 Bruce 22**
- 24 Tiara Sovran 3500**
- 28 Jeanneau Sunfast 3200**

DEPARTMENTS

- 3 Vantage
- 16 Seamanship
- 31 Health **NEW!**
- 36 Galley Guys
- 40 Electronics
- 42 Safety
- 45 Engine Room
- 48 Scuttlebutt
- 58 Crossing the Line

COVER SHOT: Tiara Sovran 3500



Special Insert: The Port Hole, June 2009 – the official publication of the Canadian Power and Sail Squadrons.

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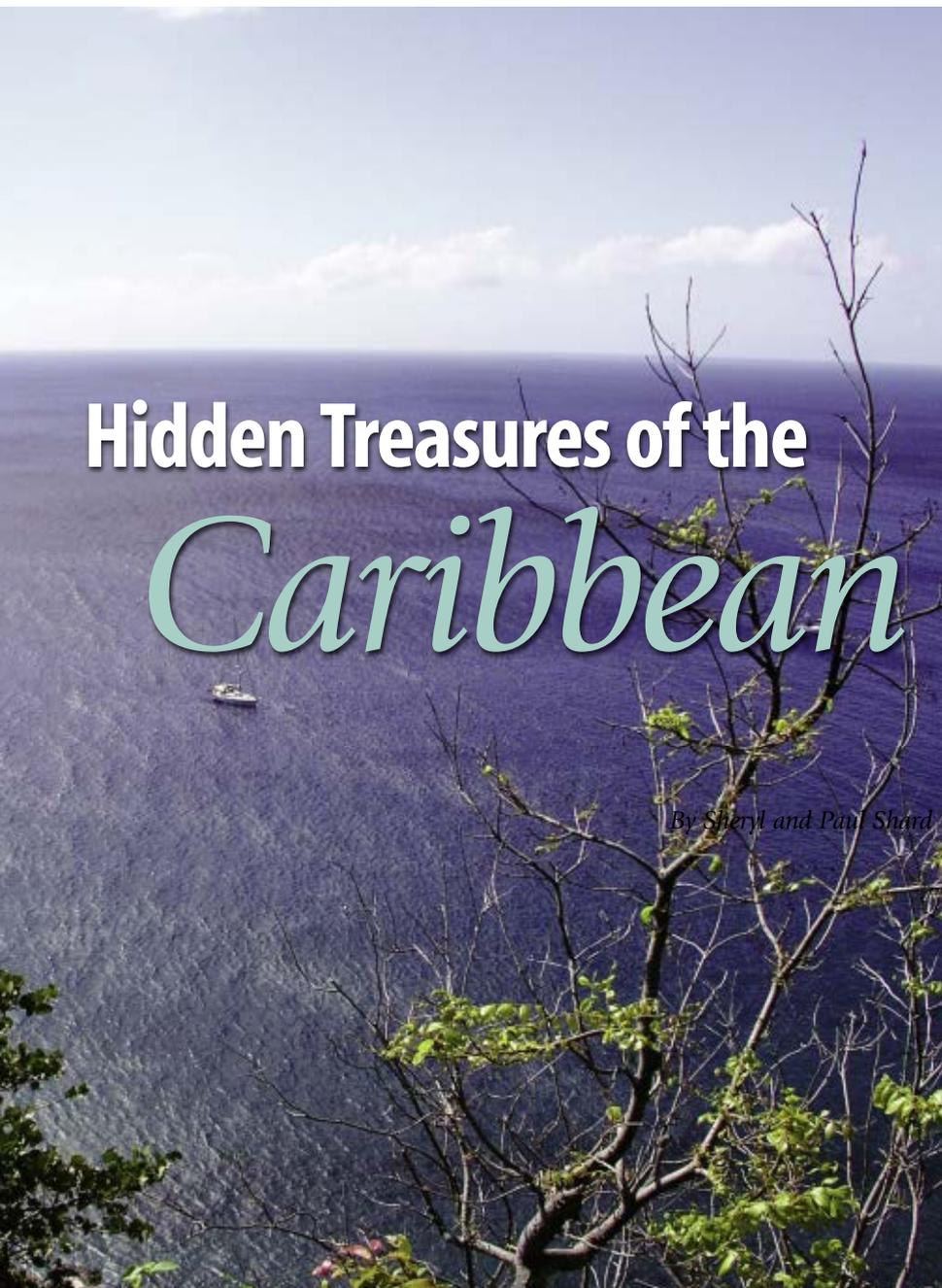
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West Marine



Hidden Treasures of the Caribbean

By Sheryl and Paul Shard

The view from The Ladder looking down on Distant Shores on her mooring in the Ladder Bay anchorage on the island of Saba.

Caribbean – the Dutch island of Saba and the British island of Montserrat.

We began our cruise to these gem destinations at the end of March after spending a couple of weeks in the busy touristic island of St. Martin/Sint Maarten (one half is French, the other half Dutch). Cruising sailors love this place since the chandleries are superb, the well-stocked grocery stores make it a good place to stock-up on provisions, and the cream on the cake is that everything is duty-free. St. Martin/Sint Maarten is so set up for cruising sailors that some of them never leave! But by the time we had made our repairs and filled the boat with delicious goodies for our upcoming voyage, we had begun to grow tired of the hustle and bustle. We were ready to set sail for more tranquil places.

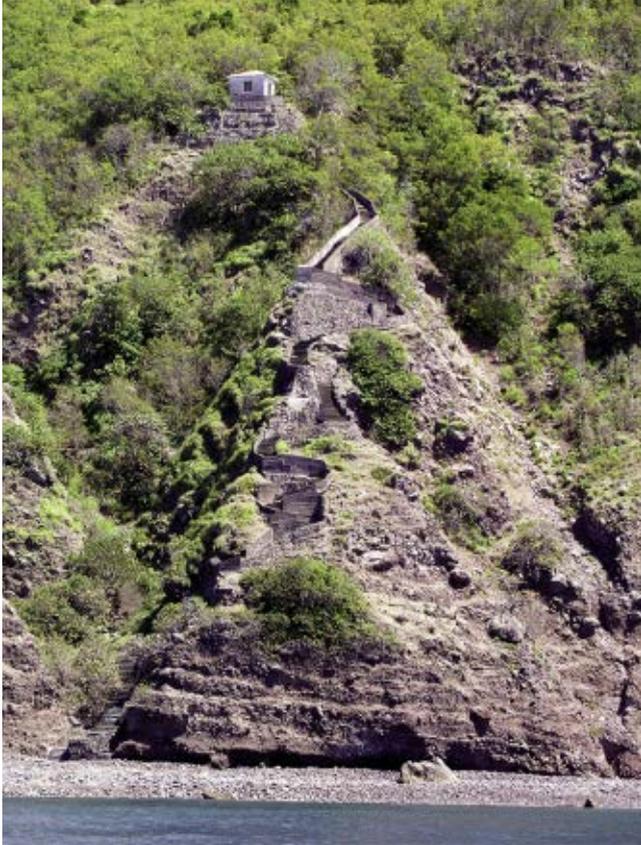
Surprisingly some of the best “off the beaten path” destinations in the Leewards aren’t really that far from major stops on the route south. Saba is only 28 nm to the southwest of St. Martin/Sint Maarten and Montserrat is only about 25 nm southwest of Antigua.

The issues that seem to prevent

The longer we sail, the more we realize that some of our most treasured cruising experiences are often in places that are a challenge to get to or stay at. It seems that if a destination is tricky to reach navigationally, has few harbours with good all around protection or is off the main cruising route because of distance or prevailing winds then often that place is really special – quiet and undeveloped and people, unscathed by massive tourism, friendly and welcoming.

Such was the case on our recent cruise to a couple of the more remote islands of the Leeward Islands in the Eastern

sailors from visiting Saba and Montserrat are that the harbours are few and poor, tend to be rocky and, in many prevailing conditions, are untenable. However, with the excellent weather information available to boaters today you can choose your days and take advantage of the right conditions. If wind and sea direction or strength change unexpectedly during your visit, it’s not a long run to a protected port on a nearby island. Montserrat presents another deterrent to visitors – an active volcano that has put two-thirds of the small island off-limits. But more on that later.



The Ladder. This is an 800-step stairway leading from the small rocky beach at Ladder Bay to the top of the island of Saba. Before the small harbour at Fort Bay was built, The Ladder was the only way to get goods and people to the villages at the top of the island. Male and female porters with great strength and pride carried food, furniture and even a Bishop up The Ladder. The little building is an old customs warehouse and is about two-thirds of the way to the top.

Saba is a tall, tiny (5 sq. miles) steeply-sided volcanic island with virtually no harbour or shoreline. Because it is difficult to reach by boat and only small aircraft can land at the short runway, it has remained a pristine tropical paradise and a delight to explore.

The main anchorage is on the west coast but it is an open roadstead – even on calm days there can be a roll there. We had a lovely fast sail reaching across sapphire seas in light breezes. But as we approached the island of Saba, we suddenly experienced an abrupt wind acceleration at the corner of the island. The winds here pick up strongly as they sweep down and around the steep cliffs of the island. Be ready to reef down or deal with unexpected gusts!

The Saba Marine Park has installed moorings for visiting yachts and dive boats in Well's and Ladder Bays which together make one large anchorage. The visitor moorings are yellow with a blue stripe and are checked regularly by park staff to ensure your safety as well as to protect the pristine marine environment.

Saba is unique in that its entire coast is a protected marine park. The 11 moorings at Well's and Ladder Bays (and the 4

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new ones off Fort Bay) are available on a first-come basis for a very small fee. The mooring fee is \$3US per person aboard and entitles you to a week's stay. There is also a park administration fee called a Nature Fee of \$3US per person. So for a week's visit for the two of us aboard Distant Shores we paid \$12 US to be in one of the most beautiful spots on the island. The clear-in fee for the boat was \$20 US which we paid at the Harbourmaster's office in Fort Bay.

From the anchorage at Well's and Ladder Bays to the Fort Bay dinghy dock is almost a 2nm dinghy ride and you must stay 150 metres offshore of any dive boats moored in the area, which is often, so be prepared to get wet.



Sheryl looks towards the volcano and the city of Plymouth buried in volcanic ash on the south end of the island of Montserrat. The Soufriere Hills volcano erupted in 1995 and destroyed the capital city of Plymouth. Today two-thirds of the island is off-limits and the population has moved to the safety at the north end of Montserrat which lies in the protection of the Centre Hills which acts as barrier.

There is, however, an alternative way to get ashore if, and only if, conditions are very calm. The Ladder, an 800-step stairway leads you from the small rocky beach right at Ladder Bay up to the top of the island. Before the 1940s, The Ladder was the only way to get goods and people to the villages at the top of the island. Male and female porters with great strength and pride carried food, furniture and even a Bishop up The Ladder!

The village at the top of The Ladder is strangely called The Bottom but apparently is derived from the Dutch word for "bowl" since the village appears to sit in a bowl created by the tall surrounding hills. When we arrived – huffing and puffing after struggling up The Ladder – we found a peaceful and spotlessly clean town. Many artists and artisans can be found here working in the inspiring environment of soaring green hills and rainforest. The Saba Artisans Foundation is based here

and we watched a demonstration on silk screening and learned about the art of Saban lacemaking.

From The Bottom, you need a taxi to proceed up the steep winding narrow road to the main town of Windwardside where the tourist office with its welcoming staff and many of the islands great restaurants, guest houses and dive shops are located.

Before "The Road" was finally completed in the 1950s, the only way to get from one village to the other on Saba was by foot on steeply stepped foot paths and trails. These historic trails are now maintained by the Saba Conservation Foundation and hiking is a popular activity here. Our favourite was the Sandy Cruz Trail which we did with Saban guide and naturalist, Crocodile James. The trail starts in a temperate zone where traditional farm plots can be viewed and then ascends into the cool rainforest where exotic plants abound.

Although Saba is part of the Dutch Netherland Antilles (which is going through some changes at the moment) the language spoken in Saba is English with a delightful Scottish-sounding lilt! Most of the 1,400 inhabitants are descendants of Dutch, Scottish, and English settlers who came here in the 1600s. The calm weather finally came to an end. We reluctantly high-tailed it back to St. Martin waiting for another weather window to visit the British island of Montserrat.

In 1995, the majestic Soufriere Hills Volcano on Montserrat rumbled back to life and destroyed the main town and port of Plymouth on the south coast. It was buried in ash and everyone evacuated to the north end of the island. Nineteen people died during the eruption, mostly farmers working their fields on the volcano's slopes. At the time, the population was about 11,000 people. Today it is about 5,000 since, after losing their homes and businesses, many Montserratians have left to start over in other places.

Sailing past Plymouth, the island looks like a barren wasteland. The tops of buildings poke out of the massive volcanic debris that drowned the town. It is heart-wrenching. It is fascinating. It is a humbling demonstration of the power of nature.

Fast Facts

Saba Tourist Office
www.sabatourism.com
 Montserrat Volcano Observatory
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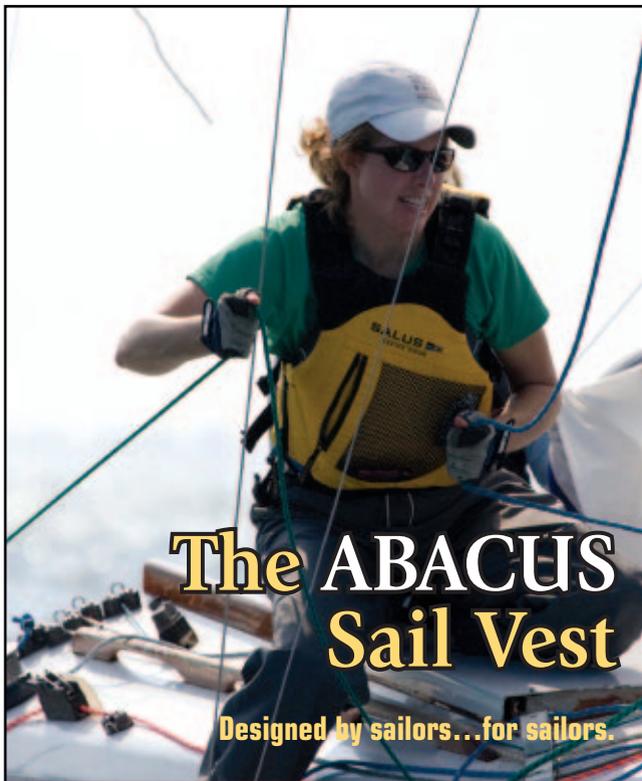
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LEEWARD ISLANDS

Today, it is Montserrat's main attraction. Yet at the north end of Montserrat, you'd never know the volcano existed. This region remains "the Emerald Isle" of the Caribbean (yes, the Irish heritage is strong here) with lush vegetation, cool rain-forests, clean villages and the peace and quiet of the Caribbean as it used to be.

Before the 1995 eruption, Montserrat was a popular escape destination for celebrities and many owned beautiful villas. About two-thirds of the island is an off-limits exclusion zone. In fact, on either side of the island, there are exclusion zones out into the sea. These zones change frequently since the volcano continues to have periods of activity, most recently in January.

Little Bay, the only port is on the northwest end of the island; before arriving, it is recommended that you radio the Port Authority on VHF 16 to check on conditions here. For \$15 US we were cleared in and out for a 3-day visit. The officials don't work evenings or weekends so if you arrive outside of working hours, there is an overtime charge of about \$35 – another issue that deters boaters from planning a visit here.

Little Bay is an industrial port far from town so you need a taxi to get anywhere. We had called ahead to organize a driver to meet us. The delightful Jadine (pronounced Jay-deen) Glitzenhurn, a local woman who lost her gift shop in the eruption was our guide for the next couple of days as we visited this modern-day Pompeii, exploring half-buried homes, visiting the educational volcano observatory (whose scientists constantly monitor the safety of the island), walking in the rainforest where there are many trails popular with birdwatchers, sampling the unique cuisine ("goat water" is a popular dish and is a spiced-up version of Irish stew) and best of all talking with the ever-positive islanders. Those that remain haven't given up hope and are looking forward to a positive future. A new port and marina is being planned. We can't wait to return. 🐾



The Sacred Heart Church, The Bottom, Saba. The village at the top of The Ladder is strangely called The Bottom.



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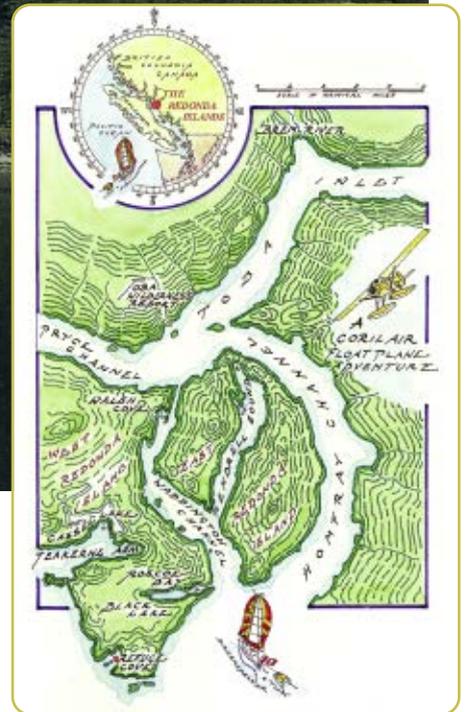
Follow the leader.

The Redonda Islands and Toba Inlet Adventure

By Anne & Laurence Yeadon-Jones

Photographs and Maps by Laurence Yeadon-Jones

"In search of freshwater lakes, warm-water swimming, cascading waterfalls and the serene beauty of coastal wilderness we decided to re-visit the enchanting Redonda Islands and the wild beauty of Toba Inlet."



In sharp contrast to low-lying Cortes Island, the mountainous Redonda Islands lie north of Desolation Sound and west of Homfray Channel. They rise sheer from the depths of the sea bed with Waddington Channel, the flooded valley, separating east from west.

On a light southerly, we drifted more than sailed up Lewis Channel to enter Teakerne Arm Marine Park on West Redonda Island – here the warm waters of Cassel Lake and the beauty of its powerful falls awaited us.

Anchoring near the marine park's dinghy dock with a stern line ashore, we pulled on swimsuits and wet-weather gear, packed dry clothes and towels and took the well-worn trail to the ledge of smooth, clean bathing rocks on commodious Cassel Lake's

southern shore. Not a soul was about. The lake was clean and inviting and the knotted haul-out rope was still securely attached to the base of the overhanging Arbutus tree.

We stripped down to our swimwear, counted to three and leaped into the blissfully tepid water. It was a joy to swim in the rain, float on our backs and perform underwater summersaults while a pair of startled wood ducks looked on. Towelled down and dry, we replaced swimsuits with dry clothes and rain jackets before taking the path back down to base camp. There, an abandoned, rusty steam donkey was slowly growing hidden by grass and leafy salal bushes.

For those of us who have always wondered why these machines were called "donkeys" but have never dared

or bothered to ask, June Cameron supplies the answer. "The early engines had less than one horsepower, so were called 'donkeys' and the name stuck." Simple as that.

It's difficult to anchor close to the popular Cassel Lake Falls as water is very deep right up to the rocky shoreline. The first lucky boats can tie up to two rings provided on the eastern side; stern-to anchorage is possible in the popular nook southwest of the falls or along part of the southeast shoreline. A more protected two-boat anchorage can be found farther west of the falls.

The southern shoreline of Teakerne



The training Schooner Adventuress at the entrance to Toba Inlet.

Arm affords splendid sunsets and rafting alongside a log boom is always acceptable. But be prepared to untie at a moment's notice. Although log booms appear to be sturdy and rather tempting, they are extremely dangerous to walk or play on.

Back at our cozy anchorage, we prepared for the following day; we planned a stopover in Refuge Cove on the southeastern tip of West Redonda Island. Here we would top up with provisions and fuel before heading along the eastern shoreline to beautiful Roscoe Bay. It was a peaceful night with only the sound of the falls in the background and thoughts back to our morning's bathe which had left us feeling gloriously clean and refreshed.

Surrounded by steep, forested slopes and fed by a freshwater lake, we followed the three boats ahead of us and entered the anchorage in Roscoe Bay Marine Park on a rising tide; because of the gravel and rock bar at the bay's entrance this protected bay becomes land-locked at low water.

It was a busy day inside, with four or five boats already at anchor. Cosy in their cockpits with cool drinks in hand, they enjoyed that pleasant boater's pastime of watching neighbours anchor (without making it seem obvious)!

The next morning, we woke to another blue-sky day and were eager to visit Black Lake, where we knew that

excellent freshwater bathing and a smooth expanse of rocks awaited us, just a short well-maintained trail from the mouth of the lake. As we leaped from the diving ledge, the water temperature was noticeably cooler. The flat sunbathing rocks were warm and welcoming as we dried off, nibbling on the small, juicy blackberries we'd picked 'en route'.

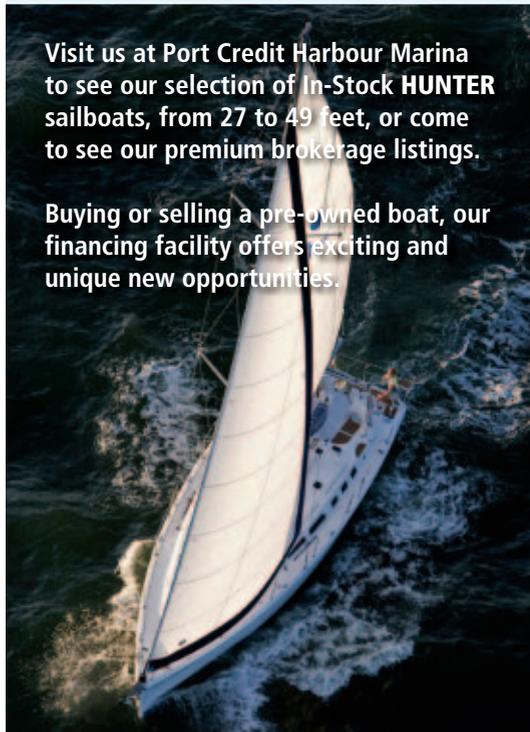
Timing our exit from Roscoe Bay the following day to coincide with 'not-quite-high water, we headed 'Dream-speaker' north to the warm waters of Pendrell Sound. The island's eastern side has a unique ecosystem; it is protected as an ecological reserve, enabling scientists to preserve and study its stunning variety of natural vegetation.

The waters of Pendrell Sound are extremely deep, with little tidal exchange and practically no currents, helping water temperatures to reach 20°C (78°F) in the summer. It is also protected from prevailing winds by majestic, snow-capped mountains, making these waters the perfect location to produce Pacific oyster spat (seed). This important and exceptionally vulnerable industry relies on visiting boaters to maintain a wake-free speed here as delicate oyster spat can be destroyed by excessive motion. A trip to the head of the sound will reveal



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On the sound's western shore, we discovered good protection in relatively shallow water in delightful Oyster Cove; our anchor held well in the shingle and mud bottom. From here you can simply lounge in your cockpit, enjoying the serene mountain views, take a warm-water swim off Shell Island or explore the saltwater lagoon by dingy at high water.

The cove is definitely stern-line territory, enabling a good number of boats to tuck in for the night and enjoy the natural delights of Pendrell Sound. Mount Bunsen towers over the anchorage's western shore, where views out to mighty Mount Addenbroke are wonder-

fully uninterrupted. A hike along the northern shore's rocky bluff leads up to a charming picnic spot with a backdrop of the glacier and the twin peaks of Mount Whieldon and Mount Grazebrooke.

We decided to spend a night in charming Walsh Cove Marine Park. The anchorage is tucked in behind Gorges Islets where the parks sign makes a conspicuous landmark. Once inside, this tranquil marine park offers adequate stern-to anchorage with great views and an opportunity to hunt for petroglyphs at Butler Point. Take some time to explore the enchanting wooded islets, where wild onion and thyme still grow.

Entered between Channel and Double islands, Toba Inlet extends for 37 kilometres (20 nautical miles) to the Toba River estuary at its head. As with

most BC fjords, the inlet is extremely deep and steep-sided with sheer cliffs, ice fields and powerful waterfalls that plunge directly into its glacier-fed waters. It offers some of the most lavish scenery on British Columbia's southern coast.

We first experienced Toba Inlet by rising early from our anchorage and motoring 'Dreamspeaker' to the head of the inlet. We were able to return by early evening and tie up at the Toba Wilderness Resort dock for the night. We got a lovely surprise that evening when Mike at Corilair invited us on a float plane adventure to deliver machine parts to the logging camp at the Brem River Delta in Toba Inlet and the camp below Alpha Bluff in Bute Inlet.

Floatplanes are part of everyday life on the west coast, especially in remote settlements only accessible by water.



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Views to the Brem River valley from our Beaver Floatplane adventure.

The weather was perfect. We belted ourselves into the small seats of the Beaver and stuffed our ears with foam plugs as Bill taxied away from the resort dock. The Beaver's engine howled as we picked up speed and lifted off the water, heading northeast up the lower reach of Toba Inlet.

Corilair has a long history of servicing logging camps in rugged coastal inlets, First Nations villages and out-of-the-way communities that rely on the airline's scheduled mail delivery and daily business of transporting freight, groceries and passengers.

Bill did a quick drop-off at the logging camp and taxied back into the inlet to pick up speed.

The sturdy Beaver floatplane kept climbing until we had enough clearance to cross the pass between the Brem and Orford rivers. We were flying just below

the mountain peaks at 1,829 metres (6,000 feet); it felt like we were right in the middle of them. The air was thin and crisp and the mountain peaks on either side thick with ice. Opaque jade glacial lakes passed below us, and to the west, a spectacular flat plateau exposed a massive glacier that sparkled in the piercing sunlight.

Our return trip took us over the Rendezvous Islands, up Deer Passage to Pryce Channel and back to the dock at the Wildernest Resort. We thanked Bill warmly and agreed that sailing up beautiful Toba Inlet by boat, then experiencing its cascading waterfalls, ice fields and humbling vistas by float plane, had given us a fresh perspective of our wonderful coast, an experience that we would cherish forever. 🐿️

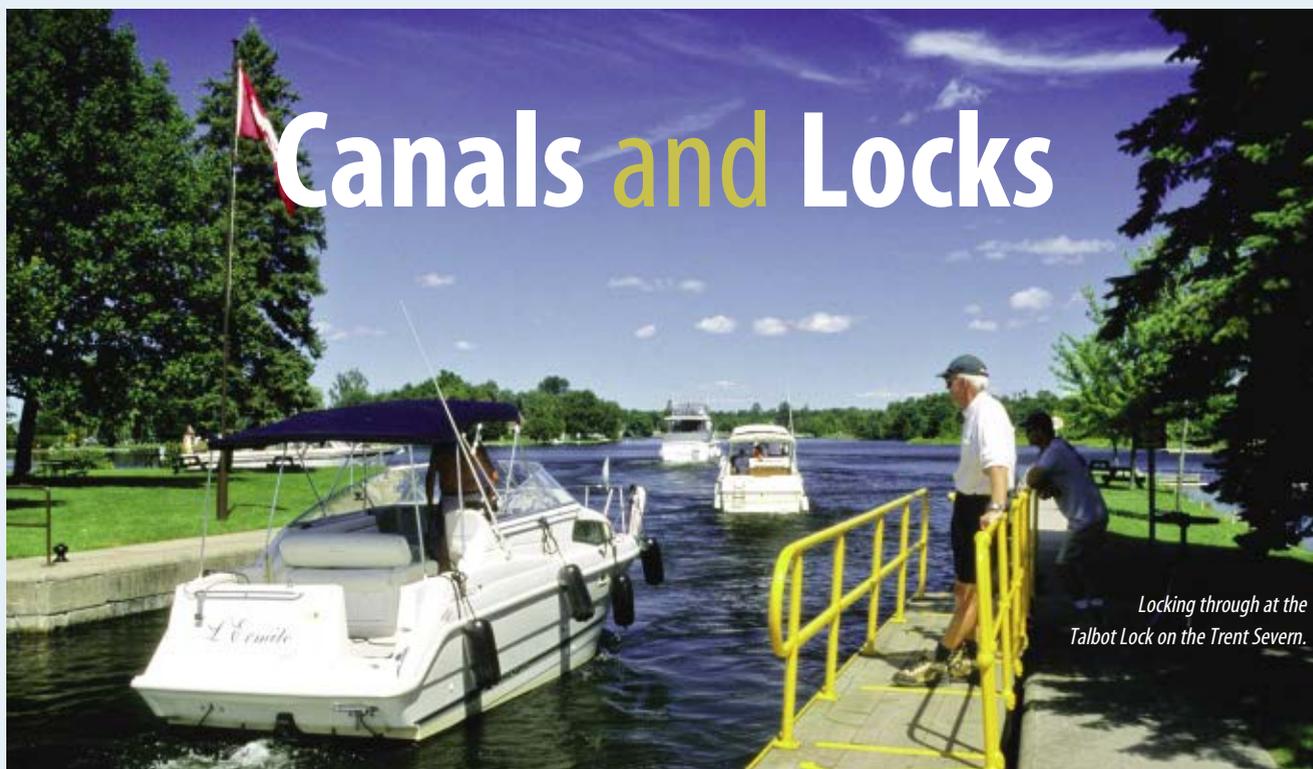
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Locking through at the Talbot Lock on the Trent Severn.

WATERWAYS across the country where locks have been built to assist navigation are the St. Lawrence Seaway, the Trent-Severn Waterway (including the Murray Canal), the Rideau Waterway, the Ottawa River, the Richelieu River, the St. Peter's Canal and the Canso Canal. Regulations and information regarding these waterways can be obtained from government offices and the lockmasters. All craft using the locks, including dinghies in tow, must be either licensed or registered. The requirements for using the St. Lawrence Seaway, which is used by large vessels of every description, are more rigorous than those for the smaller canals and waterways. Pleasure craft of less than 6 metres in length, or less than 1 tonne in displacement, are not permitted to pass through the Seaway locks, in the interest of safety.

Traveling through canals and locks, like most boating activities, requires three basic things: knowledge, preparedness and courtesy. While all are important, I

believe that the most important is courtesy. The room to maneuver in canals and especially locks is almost always limited and you are often sharing that limited space with others. Your guides and those responsible for your safety are the lockmasters and their assistants. It is your job to work together, under the direction of the lockmasters, with others who are sharing the system. You can travel in groups but maintain a working distance between vessels. Don't travel too fast. You will only have to wait at the next lock for others to catch up. Be prepared to assist others. Since you will be sharing very close quarters, you and they may need assistance entering and exiting locks. You may require help from each other to avoid minor collisions and you may also have to tie up beside each other, gunwale to gunwale. All of this takes courtesy and a calm, considered approach to the whole process. Take the time to learn the rules and procedures, be prepared with the right equipment, follow the direction

of the lockmasters and help others. Traveling through our canals and locks can be one of the most enjoyable boating experiences, so take the time to enjoy it. There are always lots of things to do and see and a surprising number of great destinations along the way. In this respect, consider cruising guides. They are filled with all kinds of helpful information and are great additions to your "must have aboard" list.

OTHER CONSIDERATIONS AND REQUIREMENTS

Several other important considerations apply to the use of canals and locks.

1. Water depth is limited at the locks and in many open reaches of the canal river systems. Be sure that the vessel's draft does not exceed these limits.
2. While most bridges across the canals will lift or swing to allow vessels to pass, there may also be fixed bridges beneath where clearance is limited.



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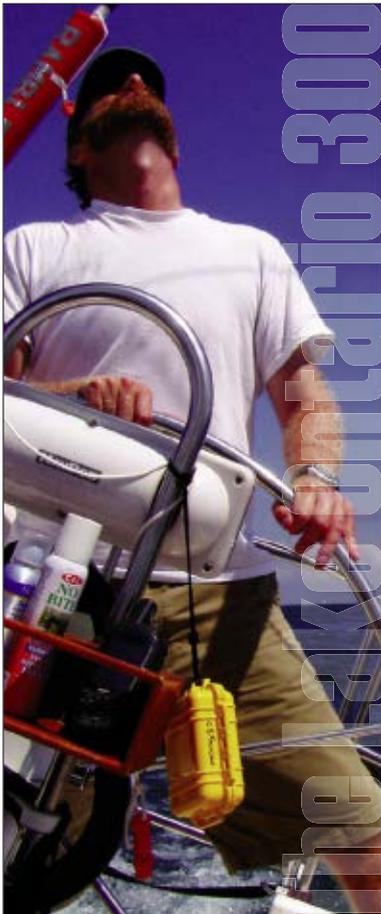
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SEAMANSHIP



Take the time to learn the rules and procedures, be prepared with the right equipment and always follow the direction of the lockmasters.

Such maximum clearance affects sailboats particularly, and common practice on all except very small sailing craft is to unstep the mast and ship it aboard before attempting passage through the canal.

- Large-scale charts are available for the Trent-Severn and Rideau Waterways in "strip chart" form. These charts show, in great detail, all the information required for safe navigation.
- While in a lock, every vessel is under direction of the lockmaster. Responsibility for the safety of the vessel and crew remains with the skipper. In the Trent-Severn and Rideau Waterways, the lockmaster will record the license number and/or registration of every vessel passing through. A fee is payable for passage through the locks, to be paid at any lock. Fees are also payable for passage through the St. Lawrence Seaway locks.
- Precautions against fire and explosion are mandatory. Open flames, smoking, engine and generator operation, etc., are prohibited.
- Canal regulations require that certain specified items of gear be carried aboard small craft, such as mooring lines adequate for use in the locks of the canal. Extra fenders and fender boards are recommended, as some of the lock walls are very rough. Regulations require that all fenders and fending material must be buoyant. Non-buoyant material such as automobile tires may interfere with the gate or valve machinery if lost in the lock. The regulations should be read carefully and all required equipment placed on board.
- A signal to request opening of a bridge or lock is unnecessary since the bridge masters and lockmasters are alert to oncoming traffic and well able to judge the requirements of

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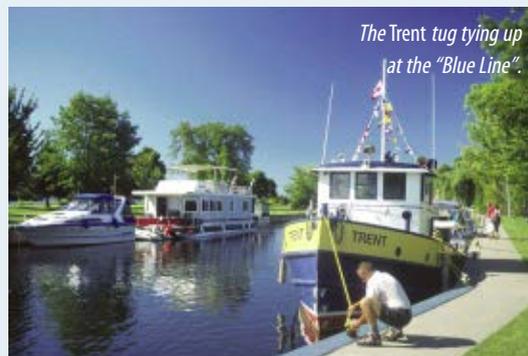
small vessels. If you plan to tie up without passing a bridge, fenders over the side may assist the bridge keeper to anticipate the boat operator's intentions. A boat should not tie up at the approach wall reserved for vessels waiting to lock through,

unless it intends to pass through. This area is often designated by a "Blue Line". In the St. Lawrence Seaway, communication with the lockmaster requires the use of VHF marine radio (Channel 12 or 14), although in some cases a shore telephone is provided for convenient direct communication by skippers of pleasure craft not equipped with radiotelephone. Transit through some locks is controlled by signal lights.

LOCK OPERATION

A lock is essentially a watertight chamber situated between two sections of a canal that are at different elevations. At each end of the chamber is a pair of gates, which are watertight when closed, but can be opened in the direction of the higher water level when necessary. The chamber is fitted with passages and valves by which water can be admitted to the chamber from the higher (upstream) level, or allowed to drain from the chamber to the lower (downstream) level. At both the upstream and downstream approaches to the lock are seawalls to which vessels may moor while awaiting passage, or after passage through the lock. While the lock is being filled or emptied, the current above or below it may be very strong and mooring lines may come under considerable stress.

The operation of the lock for a down



The Trent tug tying up at the "Blue Line".

bound vessel involves filling the lock to the level of the water in the portion of the canal above the lock, opening one or both upper gates to allow the vessel to enter the lock, closing the upper gates, and then draining the lock until its water level drops to the level of the water in the portion of canal below the lock. The lower gate or gates are then opened, and the vessel leaves the lock. An upbound vessel is handled in a similar manner; once the vessel enters the lock from the lower portion of the canal, the lower gates are closed and water is allowed to enter the lock from the upper portion of the canal, filling the lock until its water level rises to match the upper portion of the canal. The upper gates can then be opened so that the vessel can exit. The skipper of a vessel should be aware that while a lock is being filled, severe turbulence frequently occurs inside it, and the vessel may require vigorous fending-off from the lock walls. Alternatively, the emptying of a lock presents little or no difficulty for the vessels within it since turbulence is minimal.

Locks should be entered and left at "dead slow" speed. When entering a lock, the skipper may encounter unexpected crosswinds, find the mooring space tight, or learn that the vessel must be rafted against another already in the lock. These are normal situations, and the necessary action should be taken promptly, with the appropriate gear on deck and ready

for use. It is common practice to secure to chains or plastic-coated cables running vertically on the inside wall of the lock, rather than attempt to moor to bollards along the top of the lock wall. A line is passed behind a chain near the bow and another near the stern. These lines must be hand-held, so that as the vessel rises or descends, the line can be easily slipped up or down around the chain as required while the vessel is held close to the walls. Occasionally, some other provision is made to serve the purpose of chains; in



The marine railway, located at Big Chute near the Georgian Bay end of the Trent Severn Waterway, is the largest of its kind in North America.

any case, constant attention to the lines is required by the crew while the water level is changing. Reaching poles can be very helpful but try and avoid using them to hook on to the aforementioned chains or cables. The reaching pole can easily be pulled unexpectedly from your hands by the weight of the moving boat. Poles are best used to fend you off the wall or other boats. When using them as a reaching aid be sure you have a firm grip and can maintain good balance. Gloves are an excellent idea when locking through any lock. Locks can be very messy and gloves will also help prevent rope burn.

LIFT LOCKS AND MARINE RAILWAYS

On the Trent Severn Waterway you will

find two different types of locking systems: the lift lock and marine railway. They are unique in their method of operation but the procedures that the boater uses to enter and exit is very similar to those mentioned above.

Lift locks, located in Peterborough and Kirkfield, are essentially two large tubs filled with water with gates at either end. The tubs are attached to large hydraulic rams. Boats enter the tubs at the top and bottom; then the gates are closed and securely locked. The upper tub is filled with slightly more water so it weighs more than the lower tub. A valve is opened which allows the upper tub to lower forcing the lower tub to rise. Complete details describing how and when these engineering marvels were built and how they operate are available at both locks. There is also a visitor centre at the Peterborough Lift Lock, the largest working lock of its kind in the world, which offers photos of the locks being built, models, exhibits and audio visual presentations.

The marine railway, located at Big Shute near the Georgian Bay end of the Trent Severn Waterway, is the largest of its kind in North America. Boats enter the railway at either end and are then placed securely in slings by attendants. The railway raises or lowers the boats which then float off at the other end. Operation is simple but, as with any lock, boaters must follow the directions of the lockmasters and assistants. ↵

Permission was given by Canadian Power & Sail Squadrons to take much of this information from their Boating Course. If you enjoyed this article and want more information go to www.cps-ecp.ca.



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Bruce 22

Unparalleled Performance, Classic Style

I RECENTLY HAD the great pleasure of testing the new Bruce 22; a “Classic” boat that delivers the type of performance that is virtually unavailable from any other fiberglass boat on the market today. And yes, I said fiberglass.

The Bruce 22 was designed by Ian Bruce of Montreal Classic Boatworks (a division of PS 2000 Inc.) located in Montréal, Quebec. Ian modestly bills himself as an industrial designer but he is, in fact, better known as the father of the Laser sailboat; perhaps the world’s most successful high performance dinghy ever. Ian Bruce and Peter Bjorn own PS 2000 and build a range of sailboats – most intended for competition – some at the cutting edge in both design and construction.

Ian’s work is on the water, racing all over the world and in the Olympics. But, on a summer weekend two years ago, he fell in love with a boat belonging to a close personal friend; it was a 1945 Myles Jeffrey built in Athens, Ontario. From the

SPECIFICATIONS

Length	22' / 6.7 m
Beam	6'6" / 1.98 m
Dry Weight	2,400 lbs. / 1,088 kg
Fuel Capacity	30 Imp. gal / 136 L
Price	\$87,500

Test boat provided by and price quoted by:
Montreal Classic Boatworks
www.mcb.ca

waterline up, his new Bruce 22 has the classic Jeffrey’s silhouette, but from the waterline down, it is Ian’s work.

The classic appearance is authentic, even right up close, yet this is a more modern boat than most new fiberglass models. The Bruce 22 is resin-infused and the deck is glassed permanently to the hull during construction making this a one-piece monocoque with great strength and stiffness. Since the resin is infused throughout the structure in a single vacuum-bagged process, all the layers become one homogeneous laminate,

even the elegant wicker interior finish.

It’s ironic that there is no structural wood at all in what looks like a classic wooden boat. The Sapelli mahogany decking (as used by Italy’s famous Riva boats) has pressure-dyed, white strips of Ramin, not caulking, and the wooden deck panel is part of the structure. The dark side decks (“covering boards”) are actually fibreglass with mahogany-coloured gel coat. The entire deck – above the gunwale – is protected by a two-coat, maintenance-free, automotive-type clear finish that will greatly outlast any gel coat.

The hardware is authentic 1945 or better, such as the through-bolted, polished stainless steel cutwater instead of the original type chromed brass sheet. We love the windshield and authentic running lights built into the side posts.

There is lots of varnished mahogany in the interior to go with the beautifully executed upholstery. The burlled ash instrument panel and genuine 1940s

PERFORMANCE

This overall shot shows off the classic and comfortable helm, the mid-seat with one of the two sides in place (remove both for fishing!) and the teak and holly floor is a great touch. For service inspection, lift the engine box top. For repair, lift it out completely and get best possible access.



Chevrolet "Butterfly" steering wheel are all delightful. The flooring is teak and holly and the very useful fiberglass side panel tray, with fiddle, is actually a full-length reinforcement to enhance top-side stiffness.

Where this gets really exciting is in the performance. Specifically, the Bruce 22 is an open utility, 22' long on a 6'6" beam boat weighing approximately 2,500 lbs. Power is an inboard Mercruiser 4.3 litre V6 driving a straight shaft through a Borg-Warner 1:1 Velvet Drive transmission. It is mounted amidships and turns a big prop that keeps the revs low. Much experiment and effort went into the exhaust and it sounds exactly like the classic 6-cylinder boats of the 1920s and 30s...except this tops out at 38 mph. That's where Ian has worked his magic on the running surface.

What I totally love is that this boat can happily run at 10 or 15 miles per hour as Ian's refinement to the running surface keeps this boat mostly level at all speeds from idle to 38 mph. BTW – it has the acceleration to pull a skier easily and well!

But the joy is going at sight-seeing speed, with the wonderful sound of the slow turning 6-cylinder engine far behind you and leaving only a little wake at any speed.

The helm and companion seats are very comfortable and adult-sized with a great adjustable angled footrest and good wind protection from the windshield. The big 18" Chevy wheel and classic rudder steering are light at all speeds. Better yet, it tracks like an arrow with little steering attention – so it's very relaxing. In tight turns, the Bruce 22 keeps its bow down and carves a secure and moderately tight (but always comfortable) turn.

Again, because the bow is always down, the long-for-its-width hull actually handles rough water extremely well by bridging waves and staying level. When the waves run more than 2' to 3' though, head for home. It was not built as a Great Lakes boat in spite of how well it handles things when the waves are not too big. The Bruce 22 is for Canada's thousands of inland lakes and rivers – or calm days.

The interior layout is wonderful with a small engine box that has a useful padded top. An amidships seat is mounted on the engine box. In a clever move, improving on Myles Jeffery's original, Ian has added removable sides to this seat. You can have a single centre seat, a seat for two by filling either side, or a seat for three by filling both. This seat is comfortable and close enough to the front seats that polite conversation is possible, even

TEST BOAT ENGINE

Test boat engine: MerCruiser 4.3 LVortec V6, 180 hp, carbureted with TKS (Turn Key Start) and electronic ignition, driving a 1:1 Velvet Drive transmission and bronze, 3-blade cupped propeller, 14" x 14".

ENGINE (RPM)	SPEED (MPH)
0 (IDLE)	5.0
1,000	8.9
1,500	18.0
1,625	20.0*
2,000	25.0
2,500	32.0
3,000 (MAX)	38.0

*Cruising speed

Speed Testing By:
Montreal Classic Boatworks
www.mcb.ca



The helm features a genuine 18" Chevy "Butterfly" steering wheel, analog instruments in the centre of the dash and there is an adjustable angled foot rest that really adds comfort.

cruising at speed.

On top of that, the aft bench is perfect for another two and at low speeds where this boat is so wonderful, the exhaust and wind will not bother you. All together, seven people can be seated comfortably.

At a price of \$87,500, the Bruce 22 looks like a lot more expensive boat and it is all-Canadian in design and construction. Given the weight, many mini-vans can tow this even though it is 22 feet long and, if you are a cottager lucky enough to own a classic "olde" boat house, the 6'6" beam may make the Bruce 22 the only new 22' boat you can buy!

I just wish all our readers could get a ride in this boat...it might change your whole idea of boating. 🐾



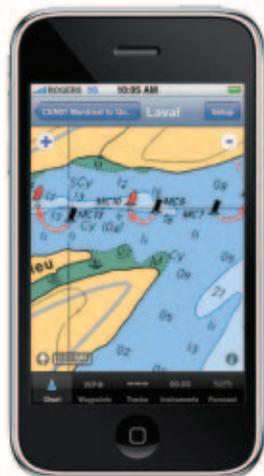
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Tiara Yachts 3500 Sovran



The Get Away Boat

WE FEEL THAT Tiara Yachts has really created the perfect 'get away' boat for today's marketplace with their 3500 Sovran model. While the design is versatile enough for a family, it is also ideal for the professional couple who are short of time and want to cut and run at a moment's notice. It's a great weekend boat for Georgian Bay but why not keep it in downtown Toronto or Vancouver? It could also be a great after work get away.

Tiara calls the 3500 Sovran an open concept luxury yacht. It is 37'9" long with a spacious 12'11" beam and the design places the floor low for a secure feeling in big water and subdued ride motions. The design gives you lots of open cabin with little canvas to stow, or to slow you down when you want to take off.

If Tiara is not a familiar name, you should know that it is the premiere brand of the Slikkers family, a private family business that was a pioneer of fiberglass construction in the 1950s and who has offered several brands of high quality boats over the decades.

SPECIFICATIONS

LOA (with Pulpit)	37'9"/11.50 m
Beam	12'11"/3.93 m
Weight	17,600 lbs./7,983 kg
Fuel Capacity	250 gal./946 L
Water Capacity	70 gal./265 L
Holding Capacity	30 gal./113 L
Price (as tested)	\$461,440 USD

Test boat provided by and price quoted by:
Pride Marine Group
www.pridemarinegroup.com

Tiara promises high levels of construction quality; the 3500 Sovran is a vacuum-infusion built boat. This costly and very modern construction technique results in a boat that is all resin infused in one process, so delamination is extremely unlikely and quality control on parts is usually excellent. It's a more "green" process as well.

The result is that on the water, the Tiara feels very solid even although the dry weight of 17,600 pounds is relatively light suggesting clever use of design and materials. The Tiara boasts ¾-inch solid

From our experience, this is an especially well laid out helm with a tilting wood rim steering wheel, nicely located teak footrest, power seat and excellent outward vision. Notice the joystick docking control mounted near the centerline of the boat for best sightlines when docking.

teak flooring over an infused 3/4-inch marine plywood floor which is heavy but strong and solid, so there is some sophisticated engineering at work here.

Let's start with the experience at the helm of the Tiara Sovran 3500. Standing or sitting, it's very comfortable and confidence inspiring to have so much glass and such unobstructed outward vision. The steering proved to be very responsive, the tilting wood rimmed wheel elegant and we loved the footrest and instrument layout.

Our test boat featured Raymarine E120 electronics that include radar and autopilot. Volvo Penta digital engine monitors supply all engine information for the twin IPS 500G V8 gasoline engines and it's all neat and simple. The IPS joystick control is mounted near the centerline for best sightlines when docking. A convenient feature is the power-sliding seat. Other notables include a high-end Ritchie compass and three huge windshield wipers; the center windshield section opens electrically. For more ventilation, the roof hatch opens and loads of fresh air comes in under the hardtop.



PERFORMANCE

TEST BOAT ENGINE

Twin Volvo Penta IPS 500G, fuel injected V8 gasoline engines, 8.1 liter / 496 ci, 375 hp driving IPS pod drives with optional joystick docking system.

ENGINE (RPM)	SPEED (MPH)
600 (IDLE)	3.0
1,000	6.1
1,500	8.7
2,000	10.3
2,500	14.5
3,000	20.0
3,250	24*
3,500	26.5
4,000	32.5
4,500	38.9
4,750 (MAX)	41.1

*Cruising speed

Speed testing by Garmin GPS
www.garmin.com

During our daylight test we could not try out the choice of white or red LED lighting for night navigation but it's a cool feature, especially for a downtown get away boat!

By just zipping off the stern curtain and starting the engines, the Tiara Sovran 3500 can be ready to go in the time it takes to cast off lines and bring in the shore power cable. Warmed up, acceleration is impressive, planing the boat off in 7.49 seconds and reaching a top speed of over 41 mph. The 3500 Sovran stays planed off down to 23 or 24 mph without putting down the trim tabs for best cruising economy.

The ride is solid and smooth consider-

ing that the 14 degree deadrise of the vee hull is fairly mild. That helps it stay planed at lower speeds and the relatively wide beam spreads wave impact over a large area. It all works in a very satisfying way. It's a pleasure to run this boat.

It's a pleasure to be onboard too. The dash top has a non-reflective surface and a chart holder is included. There is a Clarion audio system and the companion side seat has a handy table. The seat and table are high and give a great view when underway. The seat back is curved so passengers can face forward which is most comfortable and the hardtop has sound panels in the ceiling to keep it quiet.



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TIARA YACHTS 3500 SOVRAN

Tiara Yachts has used matched grain teak for an impressively rich finish and the galley details are beautifully handled to make everything clean and simple. The refrigerator is trimmed in teak to blend in, a convection microwave is behind the panel below the stainless steel grab bar and you get an impressive expanse of counter as well.

Adding to the convenience is a starboard side refreshment center with a covered sink and a refrigerator concealed behind a VIP infusion fiberglass panel.

If you prefer to be out in the sun, the cockpit features face-to-face seats – big benches with huge storage underneath and a removable teak high/low table, all nicely sheltered from the drafts. You have to move the table to open the engine inspection hatch but the full floor lifts on electric rams for service.

Through the transom door is a molded-in, 42-inch swim platform with an aggressive diamond non-skid finish and a stainless steel ladder. The



test boat had huge cleats, a Cable-master system to reel in the shore power cables, a useful transom shower as well as raw and fresh water wash-downs in both aft and in the forward anchor locker – excellent features.

Another excellent feature is the open concept cabin – five steps down and open from the mid-ship conversation pit all the way to the vee berth. The Sharp flat screen TV in the conversation pit is like a cozy den at home and the seats pull out on rails to make a double berth for kids

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or guests.

The ship's electrical panel is by the galley on the starboard side. It's a nice galley with a 34" wide counter in Corian that is 75 inches long for a super expansive food prep space. The deep, round stainless steel sink and two-burner Eurokera ceramic stove top are both covered. A Panasonic "inverter" convection microwave is concealed under the counter. Other features include a spice rack with fiddles, two screened portholes, two large overhead hatches and a large Isotherm refrigerator. We also loved the big pot bin with fitted cutlery drawer.

Tiara features matched grain cabinets that give this interior such a rich look. Round-shaped columns flank the forward berth for large hanging storage with removable shelves; there is also another area underneath the inner spring mattress where you can stow the cockpit table. A Sharp flat screen television on an articulated mount is another nice feature.

On the port side is an inlaid, high gloss dining table. It is ideal for two but small for a group. The settee opens into a pair of Pullman-type berths for guests and there are two more opening portholes.

The head is not big but it is very well laid out. A Corian counter with polished stainless sink and vanity with teak trimmed doors starts the good impression. Tiara adds a generous medicine cabinet with mirrored doors and there's a translucent panel to add light to the separate shower stall. This features an opening porthole in the shower, stainless steel handrails and the Dometic Vacuflush MSD.

If you are looking in this size and price range, you really need to see Tiara's 3500 Sovran – it's a yacht full of subtle but clever design features with get away boat performance. 🐾

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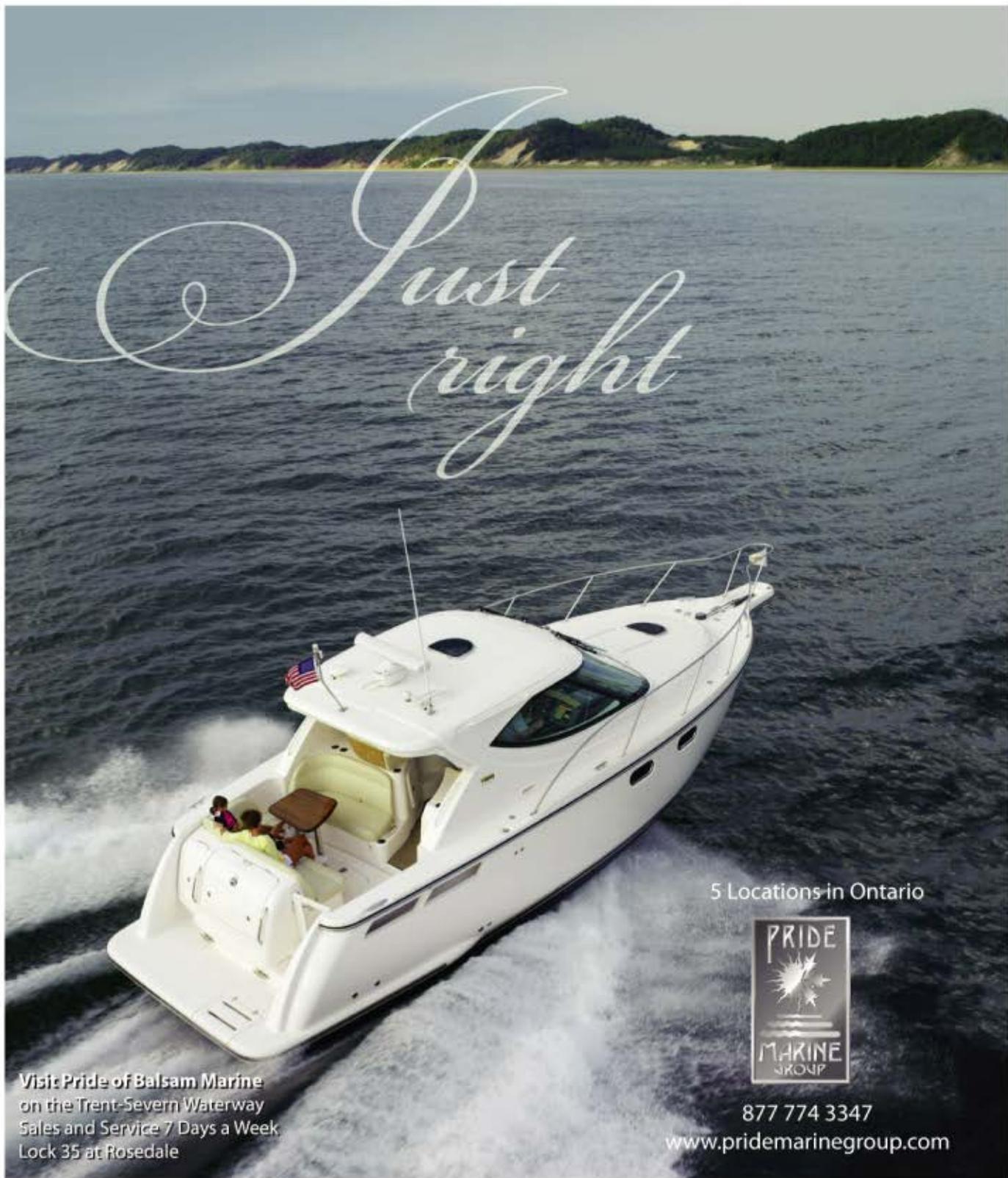
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By John Kerr

Sunfast 3200

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IT'S REALLY ALL about sailing! Designed by France's Daniel Andrieu, the Sunfast 3200 certainly is a head turner. This experienced and well-accomplished

designer has won the hearts of many for this wide hulled 9.8 meter boat lofted to address the racing and performance cruising market. It's perfect for single

handling or racing with a team. And, they have done a great job in balancing the needs above and below decks. Already in Europe, this boat has got a tremendous

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NorLam

ABOVE: Morris 29 flying North Soft NorLam™ 70XG gray-tint radial mainsail with Gatorback™ diagonal reinforcement and North V-Series Gennaker™. Onne Van der Wal photo.

SPECIFICATIONS

LOA	33'1"/10.1 m
LOD	32'1"/9.8 m
LWL	28'/8.53 m
Beam	11'5"/3.5 m
Draft	6'2"/1.9 m
Displacement	7,496 lbs./3.4 T
Ballast	2,866 lbs./1.3 T
Sail Area	532 sq. ft./49.4244 m ²



following from the ever increasing single- and double-handed racing fraternity.

The builder has guaranteed a strong stiff hull by using a controlled vacuum resin infusion technique for deck and foam sandwich hull. Attention to weight requires the weighing of each component part before assembly, ensuring minimal weight differences between boats. The foam sandwich core not only provides stiffness in the deck but also helps resist delamination. Infusion molding is also used on the three main bulkheads while the forward watertight "crash" bulkhead is fabricated using composites. Below the waterline, the epoxy coated keel is made from both lead and iron.

Out of the water, you'll stop and look at the beautifully engineered, double-high aspect rudders. A fine entry complements the wide aft sections profiling a very wide look obviously designed for stability and easy off-wind surfing.

This is just the start for this wonderful

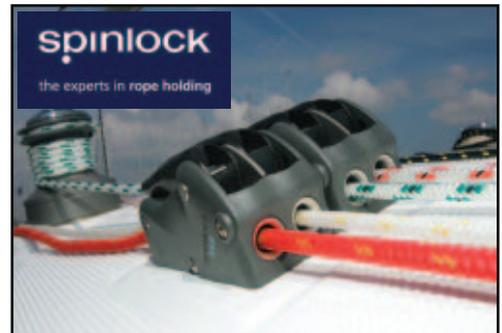
boat. Looking at the boat at the dock, the cockpit has an interesting layout; its closed transom that supports the stern platform provides a sense of safety. Two watertight hatches also provide access to the lockers and there is a well thought out centerline locker for the life raft.

The twin tiller takes some getting used to – but they are perfectly placed for the helmsman and wonderfully detailed with a hiking handle bar allowing easy control upwind. The helmsman's position is perfectly set up allowing leg braces when needed. The mainsheet is forward

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of the helm while the traveller is placed across the aft bench behind the rudders – a set up many are used to and one that makes tacking and trimming easy in any breeze.

Above decks, the boat is perfectly configured with the winches placed just forward of the tillers. Controls for the backstay are accessible at either helm and instrumentation is in easy view all the time. Two secondary winches are placed on the coach roof. Harken hardware is everywhere and the genoa control cars are worth a second look; they will work well in any load. Looking forward, I was delighted to see the integrated toe rail, well placed for working forward and easy for crew to hike when needed.

The rig is centered on a keel-stepped Sparcraft aluminum mast, configured in a tight 19/20 fractional that shows its stuff when the mast head chute is deployed. Durable and strong, this rig is set up to handle anything thrown at it.

Jeanneau has opted for the European sprit forward that allows for the furling cruising gennaker headsail; adding that extra blade downwind with the chute will provide great performance. The move to gennakers over asymmetrical spinnakers makes them easier to set and have much more range.

Down below, Jeanneau has done a

wonderful job of balancing practicality in cruising with the use of lightweight technology and design for racing, as evidenced with their watertight bulkheads. The sail locker is placed forward, followed by a well layed out head utilizing



sliding doors to conserve space. The main cabin is graced by a table integrated around the mast and set off by long berths. At the foot of the companionway, the galley is to starboard and includes a two-burner stove, a single sink and a large ice box. Opposite the nav station with its

neat seat, is a great chart table top, good storage below and the electrical panel is easily accessed.

The wide hull design takes advantage below in the placement of the twin double-berth cabins. The use of fabric doors reminds one that weight issues are always top of mind but they make great sense for this boat. They used fabric as well for the hanging lockers which are easy to remove for cleaning. Access to the engine compartment is possible

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from both cabins.

This boat was built to sail and sail a lot. It's a true testament to the theory one can balance the needs of a racing DNA with that of the wants of a performance cruising mindset. ↗

Eye Protection for Boaters

IT HAPPENS every year. The minute the thermometer reaches over 10 or 12 degrees, you see them. Canadians emerge from winter hibernation. Yes! Finally the warm sun is back again! Venturing out, we usually think of the sunscreen with the best SPF money can buy, and perhaps a hat...as long as it doesn't cramp our style, and sunglasses...again something stylish. But little thought goes into why these are necessary.

For many years now, we have been listening to weather reports warning about the daily UV sun levels. They are warning us about two types of ultraviolet rays (UV rays) from the sun that can damage our eyes and skin called UV-A and UV-B rays. Ultraviolet light is high-energy invisible light that can penetrate exposed parts of the body. Exposure to UV-B (the stronger of the two) has been linked with the formation of cataracts, photokeratitis (snow-blindness), skin cancer of the eyelids (or other parts of our exposed skin), benign growths on the eye's surface, and other premature ageing of tissues, such as wrinkles. Overexposure to UV-A is believed to be a contributing factor to macular degeneration. UV-C, which is stronger than UV-B, never reaches the earth's surface because it's filtered out by the atmosphere. Chronic or repeated UV exposure



Make sure your kids wear sunglasses – especially younger children. Almost half the entire time we spend outdoors in our lives occurs before 12-years of age. Sunglasses for children may be purchased inexpensively at many retail and online outlets but make sure the sunglasses you purchase are rated to block both UVA and UVB radiation. All sunglasses block UVB, but some do not block UVA rays. Look for glasses with a polycarbonate lens; children under six may need a pair with Velcro straps to keep them in place.

causes many of these conditions when eyes are not protected properly.

So what is the best way to protect those eyes? Is it that funky pink pair or the cool blue ones. UV protection can be 100% even in clear lenses. The tint is more a matter of comfort, style, and personal preference, but make sure the label says UV400 or blocks 100% UVA and UVB for the best protection possible for your eyes.

Fishermen have discovered for quite some time that polarized lenses enable them to catch more fish when in shallow waters, because they greatly reduce the light reflected off the water's surface. This enhances the ability to see what lurks

below the water's surface, a feature that is also useful to boaters enabling them to see shoals, rocks, debris, or deadheads just below. Polarized lenses are considered premium lenses with superior performance where a surface reflects light because as light is reflected, it is itself getting polarized. One word of caution here though: the LCD screens on most of the electronic equipment we use are also polarized. If these devices are properly designed and manufactured (and the sunglasses themselves are too), it is not a problem unless you lean over or tilt your head; then you'll see only a black screen. Two polarized lenses with the polarizing axis parallel to each other will still trans-

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

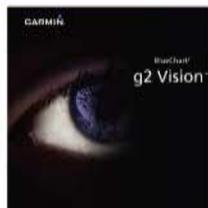
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G2 Charts



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mit light, but once they are crossed 90 degrees to each other, then no light will pass through. Polarized lenses have 100% UV protection automatically built-in.

Other tint considerations are: gray is neutral and will not distort colours; brown and amber help with contrast by cutting through the haze on those hot summer days because they block blue light; green is not used as much anymore due to some colour distortion when compared to gray; and, a whole slew of other colours which can either be cosmetic or enhancing such as shooter's orange. Special coatings similar to those found on cameras and other optical devices called anti-reflective coatings help with reflections from the lenses themselves. Mirror coatings are sometimes used as well to reflect light much like one-way glass does. Just make sure to

cover the nose and cheeks well with a good sunscreen, because the extra light reflected from mirrored lenses will quickly burn these to a crisp.

The frame that holds the lenses is also important; you need something that blocks light from coming in around those lenses. Something that wraps around your face will minimize extraneous light, but if you wear prescription lenses, that may not be possible unless you can get ones with an insert. Make sure that they have protection from the sides, top, and bottom as well. Weight is a big factor in comfort. The overall quality and fit will also affect comfort, durability, and whether or not you lose them overboard the first time you peer at something in the water. Don't forget to use a band to help make those sunglasses extra secure for activities such as high

speed PWC.

One activity that we usually neglect but that is equally important to UV protection is protecting our eyes during maintenance. Whether it's bottom paint work, or lead acid battery maintenance, a good pair of goggles can make a world of difference ensuring that we will continue to see tomorrow as well as we see today. Don't take a chance with your eyes; without proper protection, it's like playing Russian roulette.

So next time you head out to the boat, don't forget your eye protection, or better yet, keep some on the boat itself. That way you cannot forget them at home. Your sunglasses and goggles are just as important as your sunscreen, hat, PFD, and all the safety equipment onboard, so use them and your eyes will reward you with a lifetime of good vision. ✦



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Give a Galley Guy a Fish and Feed Him for a Day

By Greg Nicoll

TEACH HIM TO FISH and he will sit in a boat and drink beer all day.

It could have been during the cocktail hour at The Bitter End Yacht Club, or maybe it was later at the bar at Leverick Bay...my memory is a little fuzzy, but it was definitely the British Virgin Islands and only a few weeks ago, but I do remember Sandy and Elinor Marr of Nutmeg Charters describing how they always drag a fishing line when they are cruising and often their dinners come in



Choronzey with a 25 Milbanke Sound, B.C. Chinook Salmon.

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right over the transom. One of their favourite delicacies is landing a tuna, then cutting it into strips and hanging it with clothes pegs on the stern lifeline for a few days to dry. On the flight home, I began thinking how few of us take advantage of the savoury delights that lay just beneath our boats. I looked for recipes for Georgian Bay tuna, or Lake Ontario marlin, but without success. It was time to seek some professional help.

On the advice of David Keith, a life-

long fishing fanatic and one of my ski buddies, I was directed to Darryl Choronzey – fishing pro, raconteur and host of the nationally syndicated TV show “Going Fishing”. It was a little too early in the season and still too cold to get out fishing so we agreed to meet at Darryl’s lake just outside Owen Sound. After a short introduction and my explanation of the reason for being there, I grabbed my pen and notebook and hung on as best as I could through four hours

of rollicking stories, insights, anecdotes, opinions, controversies and instruction from a truly passionate man who lives and breathes fishing and wildlife conservation. Many of the stories are best told over a few beers. A number of the insights needed to be heavily edited. A majority of the anecdotes seemed a little too racy for CY. Most of the opinions were followed with "but don't quote me on that". The controversies would require a whole book unto themselves, but the instruction and guidance came from a gifted and wily pro.

Boaters on the West Coast get it. East Coasters understand it, but boaters in Ontario just don't get it! Every boat you see in BC has fishing tackle and whether they are trolling or jigging, a bounty of fresh seafood eagerly awaits them just over the rail. One might think that to fish

properly, your boat should be decked out like the charter boats with rows of rods and big stainless steel downriggers. That's not the case, according to Choronzey, who says that a good rod and reel can be purchased for less than \$75, a tackle box can be put together for well under a \$100 and using some of the new innovations from the fishing industry, much of the heavy duty equipment is no longer necessary.

If trolling, try a Deeper Dive from Walker Downriggers of Stayner, Ontario for about \$15. You get a device about the size of a hockey puck that does the job of getting your hook to the right depth. If you think that a downrigger is necessary, but think they look unsightly, look into a Tallon Marine system; it allows you to



There is always time to enjoy the rewards of Georgian Bays North Channel.

convert a downrigger holder into a wine glass holder in seconds. Truly a fellow Galley Guy invented this! Space aboard is always a problem so check out a collapsible landing net for under \$40. With an anodized aluminum 30" slide-a-way handle that snaps into place in the unbreakable Lexon yoke when landing a fish, but stores compactly until you need it. If you want to save big money, lay out some line and start trolling.

We, I mean Darryl, talked about some

continued on page 67



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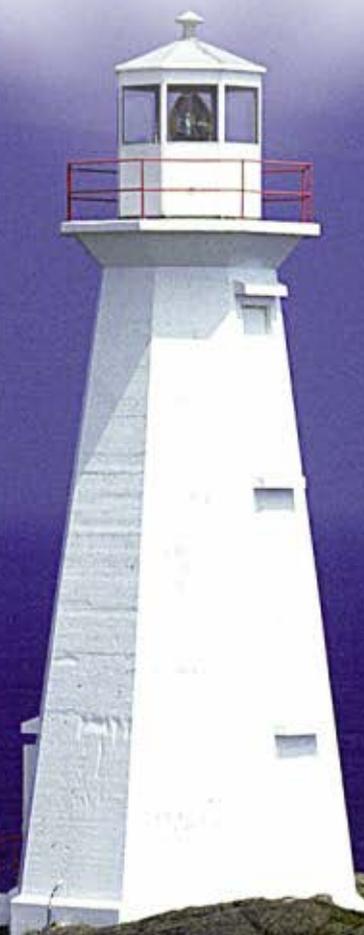
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Installing a High-end Audio/Video System Onboard



at the navigation station. The iPod docking station is under the chart table where it is charging at all times and secure from weather or theft. Toronto Yacht Services installed four Bose 131 speakers in the cockpit area to upgrade the fidelity but the new Sony is otherwise a plug-and-play addition to the boat. Neat but not a huge challenge. The big story was the home theater system in the salon.

Warren Whitmore said to us, "We spent a lot of time helping the owner choose the right pieces and then adapting the system to all of the technologies that they wanted to have onboard. The owner wanted a lot of technical sophistication from a really simplified equipment list."

Jon added, "Probably half of the job was locating all the necessary pieces. This may look like a simple installation now but, in fact, we sourced pieces from all over the world. The Bose system came from Bay Bloor Radio here in Toronto but some of the equipment hookups required specialized connectors on 50 feet of cable because of this yacht's size. That is simply something most people would never need in a home installation."



The upgraded Sony audio system got a wired remote at the helm that controls the radio, CD and also MP3 players.

MY GAWD! Don't we all just love our music and video these days!

A cruiser, power or sail boat from twenty years ago was not likely to have a TV onboard. Even a built-in sound system was not always a standard feature. But today, the new boats all come with a system; small boats get audio and bigger boats get audio and video systems. From the mid-30 foot range up, two flat screens are common and three or even four are not unheard of!

The LCD flat screen TVs have been a big driver for this change. The smallest sizes fit almost anywhere and screens in the 20-inch size are often fitted in the salon. But, those are generally on North American built boats.

We joined Warren Whitmore and Jon Moles of Toronto Yacht Services aboard their client's brand new Jeanneau 54 Deck Salon yacht, built in France. The

boat is gorgeous, but it was ordered with no audio or video other than a pair of basic 12-volt stereo radios, each with two speakers.

The mission: to install a home theatre quality audio video system on this new Jeanneau 54. Of course, it had to be great. Adding to the challenge, the owner of this magnificent new 54-foot yacht was quite knowledgeable about electronic equipment and he strongly held the opinion that the equipment had to be as unobtrusive as possible. Invisible until needed would be best.

Raising the ante further, the owners wanted all the components to function in concert.

The start was to replace one factory stereo with a Sony audio system that had an iPod interface and a wired remote at the helm. That delivers full control of the tunes above decks. The iPod itself is below

Beyond the cockpit Sony system, the components they wound up choosing started with a Bell HDTV receiver fed by an Intellian satellite antenna. The Intellian was selected for its very compact size. The box that controls the Intellian system sit on top of the Bell HDTV receiver and that, in turn, sits on top of the Bose 3•2•1 GSX Series III Home Entertainment System. All three components are discreetly tucked away in a cabinet by the navigation station. Although the pieces themselves are not big anyway, this is a very discreet and almost invisible installation. Adding to the convenience are tiny infrared repeaters for the remote controls. You can run this from almost anywhere onboard.

The only thing that really shows is the Sony Bravia 26-inch LCD high-definition television which was mounted on the forward bulkhead. By home theater standards, it's not a particularly big screen but as Jon from Toronto Yacht Services explained, "This was the largest size of set we could fit to the bulkhead. That was the limiting factor and in order to maximize the versatility, we located and adapted a special articulating bracket so that the set can be pulled out and viewed from virtually any angle in the salon."

So, let's quickly summarize what has gone into this boat, because it may not seem like a lot. There was the Sony audio system with the remote at the helm, the Intellian satellite antenna,

Bell satellite HDTV television box and the Bose 3•2•1 GSX Series III Home Entertainment System. But, perhaps you've heard the expression, "It is more than the sum of its parts."

As compact as it is, the Bose 3•2•1 plays CDs, DVDs and even has its own iPod dock. It is also an AM/FM receiver and sound system. Where this system gets really "trick", is that the owner also has an Apple Mac Air Book. Part of what Toronto Yacht Services did was to install the appropriate cabling and connections for the Air Book so the owner could download a movie at home and play it on the boat – pretty neat!

We should also mention that the Bose 3•2•1 GSX Series III Home Entertainment System appears to have only two speakers and they are tiny ones at that. Based on their size alone, you wouldn't expect much but you would be in for a real surprise. Toronto Yacht Services carefully concealed the Bose Acoustimass module under the bench seat in the dinette. Mounted securely in this space, the cabinetry becomes an even larger sound box and has the effect of making the really low frequencies sound almost as clean and powerful as your local theater's THX system. Bose TrueSpace digital circuitry works with Dolby Digital, DTS and Bose Videostage 5 decoding circuitry to help the 3•2•1 systems deliver much of the performance of a five-speaker home theater system.

Remember, in absolute square footage, this is still a fairly small space we are talking about. The tiny Bose speakers actually contain two speakers in each box and these are pointed at slightly different directions and provide both direct and reflected sound that very effectively mimics the much more cumbersome effects that a five-speaker system could deliver. You'll just have to trust me on this, but the sound is extremely transparent from these little speakers. While the Acoustimass module lets you virtually feel the low frequencies, the mid-range and higher frequencies seem to be everywhere in the salon in a very realistic way.

When it's time to cast off and do some serious sailing, one of the neatest things Toronto Yacht Services accomplished is that the Sony Bravia can become a full repeater for the Raymarine E120 system, enabling any member of the family to relax in the comfort of the salon while they chart a course or provide input to the navigator.

We have to say, mission accomplished. This yacht has an unobtrusive, almost invisible set of audio and video systems that will do just about everything their new owner could ask from making navigation into a family activity to blowing the hatches open with theatre quality sound.

Will your boat be the next one for a refit? ↵



Here you can see the neat little area under the chart table which has been opened up to reveal docking stations for the family's iPod.



This locker near the navigation station was plenty big enough to house all of the components, store the remote controls and even an infrared repeater.



Toronto Yacht Services sourced and installed this clever articulating bracket which enables the television to be positioned over a wide range of viewing angles.

Safety On Board, The Good Old-Fashioned Gear

MOST OF US who are beyond our teens or early twenties, will pick up a cell phone and marvel at its capability to do what we saw as futuristic science-fiction only a few of decades ago. This palm size unit can be used to send text messages, take pictures, play music, store data, possibly be a GPS and even make a phone call. This incredible technology can easily transfer to the boat and along with other "doohickeys", be integrated into one impressive computerized navigation, communication and operations system that runs the whole show.

But, do we ever wonder what hap-

pened to the "basics" on board our boats? Have we overlooked the fundamental gear that – after all the buttons are pushed and levers are flipped – helps us not to feel lost or a little exposed? If a hard drive was to crash, a circuit was to get damp or the power supply interrupted – how do we get water out of the bilge? How do we plot our course? How do we find the entrance to the bay when parallax makes the distant shore look like a continuous wall of rock and trees?



Here is a partial list of the basic gear to have on your boat or, the perfect gear to have in a kit aboard your tender that is probably being towed astern, fitted with old-fashioned reliable propulsion systems like oars. Doesn't it make sense to pack in the following equipment before the season starts?

BAILER AND BILGE PUMP – the old ice cream container or bleach jug (cap on with the bottom cut out) are about as inexpensive and effective as they come to



ICOM HH M72
VHF RADIO

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HEARD FROM JIM SINCE
RACE SEASON STARTED.
MIND YOU, THE PHONE'S
BEEN OFF THE HOOK."**

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get water, regardless of how it got there, out of the bottom of the boat. Not only does this keep the vessel seaworthy but a dry bilge is not usually an odourous one. In those hard to get at, in-between places, the bilge pump that hasn't changed design in almost 55 years (yep, manufactured since 1955 in the USA) can't be beat. Put the two together and what you can't get with the bailer can be bilge-pumped into the upturned bailer-cum-bucket and thrown over the side. Both are also effective in inter-vessel waterfights.

WHISTLE – today's whistles – the plastic and pealless Canadian-designed sort – are a sure way to get someone's attention. A shrill note or two on one of these will attract the eye of the boater who's not watching where they're going. You can be heard, if not seen, even if the fog is too thick; you can possibly bring alongside

the yacht club's tender operator who is at the other end of the moorings and upwind to boot. In a daysailer, racing boat or your own tender when you row ashore after you have given up on that yacht club guy, a whistle helps meet the carriage requirements for safety gear and it fits into the pocket on your PFD – best attached with a bungee cord in case blown offshore.

BINOCULARS – ol' one eyed, one-armed Horatio Nelson used a telescope, usually held to his seeing eye to plan his strategy against his many seafaring adversaries. He could view approaching land masses or determine if clouds on the horizon were of the menacing type. Binoculars offer far better scope and range and allow you to pick up landfall



aids to navigation, the entrance to a port on a hazy day, landmarks difficult to discern with the naked eye and approaching vessels that may be on an intersecting

course. Having binoculars aboard is also a good cure for the affliction known as two-foot-itis; looking through them backwards while seated in the stern will cure you of any need to think you need a bigger and longer boat.

PAPER CHARTS – nautical charts are truly a piece of art. The amount of information that is seemingly esoterically designed into one of these gems is unfathomable. From the compass rose's magnetic and true bearings, to the minutes of latitude running down the sides of the chart to provide you accurate dis-

EMERGENCIES DO OCCUR

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SAFETY ON THE WATER

tances and all of those little symbols each with their meaning and definition, a current chart presents everything you need to be sure you get from A to B without getting lost at C...

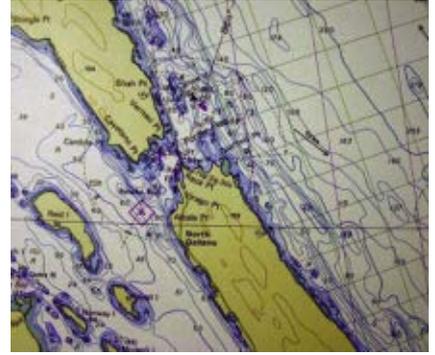
COMPASS – not a virtual one or a handheld GPS unit but a real magnetic card that spins and floats in oil and does not need batteries. It's so old fashioned it is almost modern since, imagine this, this tool of navigation works on invisible forces we cannot see or really understand. No matter where you are or where you are headed, if you get turned around it will always indicate which way is North. Just be sure you are not packin' a pocket full of magnets and you refer to that chart's compass rose to see what the true magnetic variation is for the waters



on which you are navigating.

FLASHLIGHTS – today there are flashlights that have no batteries but a grip that you pump to spin a small magneto that powers the light; and there are LED flashlights that use so little power the batteries practically never run out. One way or another, there are going to be times when it is dark at sea and shining a little light around will help you find your way, locate your wallet that was stowed haphazardly below decks before rowing ashore from an anchorage, show others where you are so you don't get run down and also show them where they should come to get you when you don't end up where you were actually going.

Yes, with this old style gear aboard, you'll be able to look at a chart



and find your course; take a gander at the compass to get your bearings; evaluate whether it is the bailer or pump that is best employed to keep your feet dry; see how far you have drifted downwind away from your anchored boat while rowing ashore in your tender, blowing Dixie on a peaseless whistle and flashing SOS on the hand cranked light – all without any batteries or modern devices at hand; the good old-fashioned way. 🐾

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 ✓ CHECK WEATHER
 ✓ SUFFICIENT FUEL
~~BOOZE~~

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Driveline Details Deliver Delightful Days

WHEN WAS the last time you sent your propeller shaft to the machine shop to be checked?

How old are your engine mounts? Have you replaced your cutlass bearing recently? *Do I sound like your mother?*

Well, if she were here, she'd be giving you some important advice! Powerboats and sailboats with inboard engines generally have rubber in the engine mounts, packing material in the stuffing box and a cutlass bearing in the propeller strut. Of course, there is always a shaft to which the propeller is attached.

On recreational boats that get only weekend and occasional vacation trip use, total hours of operation are often



The strut on this small, simple classic wooden boat has a strut with a cutlass bearing that is water lubricated just the same as the newer boats.

low and inboard driveline elements are sufficiently simple and robust that they can last for years without failure...but there is always wear.

You don't need a broken drive shaft to

spoil your day. Constant vibration, heat and noise may be dampening your fun every time the boat is run. It comes down to accurate alignment in the drive train.

When things are all on spec, the boat will

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ENGINE ROOM

be at its smoothest and quietest. Plus, it will be a touch more economical and a lot longer lived. You really don't want to suffer that broken shaft.

So, give them the shaft!

Start the process by having your mechanic send it out and verify that the shaft is straight and has no visible wear spots. A good shaft can be trued up, but one that has been run bent or out of alignment for several seasons, can be ready to snap from fatigue.

Even a very small amount of damage can start a chain reaction of problems. Also, the shaft itself is a large and heavy piece that has to be checked when it is outside the boat. Dropping the shaft requires the coupler between the transmission and the stuffing box to be undone and often the rudder and stock have to be removed to slide the shaft out.



On a large, modern, deep vee hull cruiser, the shafts need a "whip strut" as well as a regular strut to keep the long drive shaft from deflecting under stress. Both struts have cutlass bearings.

It slides out of the stuffing box and through the cutlass bearing in the strut before it's free.

This is not a simple DIY project because separating the coupler and sliding it out often requires special tools. An amateur with a pry bar can do real damage.

Start the driveline checking process with the shaft because even a minor issue with the shaft can cause noise and vibration problems and if you try to fix those by adjusting engine mounts, you will

spend a fair bit of money without fixing your vibration problem.

While you are pulling the shaft, send out your props to be checked for accuracy and balance. You don't need to hit the shoal to hurt a prop and start noise and vibration there.

How often should you do this? When you notice a problem of course, but the subtle progress of wear means that every few years, it's worth the modest investment in checking! 🐭

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GE imagination at work



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of his favourite places to fish. He's been everywhere during his career and is very proud of the trophies on his wall. The "hot spots" he suggested were fishing for pickerel and salmon in the North Channel, big mouth and small mouth bass in the Thousand Islands, walleye and perch in Lake St. Clair, rainbows just off Kingsville on Lake Erie, bass on Lake Muskoka and the great salmon, rainbows and steelhead in the not so secret 'Blue Zone' on Lake Ontario. According to Darryl, fishing in the Blue Zone is great because Lake Ontario is so cold from July to October that the great fish are at a depth of only 9-12 metres. Trout like the water at 15° degrees and the salmon like it about 10°. Often on a Lake Ontario crossing, you will see the Port Credit charter boats in that big expanse of clear, deep water at mid-lake trolling. Here, where the currents of the Niagara divide the lake, the moving water attracts immense schools of bait and their bigger silver predators. Silver steelhead, often referred to as lake run rainbow trout can be caught as fast as your lures are put in the water, but this area, with depths of 300 feet or more, is also rich with Coho and Chinook. According to Wayne Andrews of Andrews Charters, when fishing the Blue Zone, "expect to be worn to a frazzle with non-stop fishing action".

Not all of us grew up with a fishing rod in our hands or the ability to wield a filleting knife like a surgeon or the knowledge of how to clean and fillet, but my take on this is that catching, cleaning and cooking fish has been done since the beginning of time so, it can't be that difficult. If you spent the last 20 years wielding a laser pointer in a boardroom and forgot some of the finer points of preparing a fish dinner, fear not. Surf the Internet and especially "You Tube". Darryl sounded a bit like Forest Gump

when he talked about his favourite ways to cook fish. He loves fish that are smoked, dried, pickled, baked, poached, steamed, barbecued, planked, pan-fried and deep-fried, especially if the fish is coated with "Darryl Cronzy's Canadian Fisherman's Breeding and Batter Mix". (He forced this Galley Guy to make that shameless plug - honest.) After getting our lines wet for a while, Darryl invited us up to the house for lunch. Simple and delicious, pan-fried trout, breaded with you know what, on a fresh roll with lettuce, tomato and onion!

Every cookbook has a great fish recipe

or two and the Internet is alive with every conceivable method of preparing a feast of fish worthy of your crew and ship-mates. Enjoy, enjoy!

Remember to get yourself and all your boating friends a proper fishing license. There are some species that are not recommended for eating and certain members of society should be selective on the types and amounts of fish that they consume. Environment Canada lists the provincial government's recommendations for consuming fish. Go to www.ec.gc.ca and happy fishing! ↗



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June 2009

Canadian Yachting

47

CONGRATULATIONS TO WILLIAM KASSEL, WINNER OF THE DIAGEO CLASSIC MALT CRUISE 2009!

We are delighted to announce the winner of this year's Diageo Classic Malt Cruise Contest - William (Bill) Kassel! More than 2,500 people entered the contest through either the *Canadian Yachting* web site or by visiting the *Canadian Yachting* booth at the 2009 Toronto International Boat Show.

Our winner Bill and his wife Carol are both avid sailors, who most often cruise



Bill and Carol Kassel with grandson Ryan Bookman during Sailpast.

Lake Ontario, but who have also charted sailboats in the British Virgin Islands, the Abacos and, to date, their favourite destination, Desolation Sound, B.C.

Bill is a former Commodore of Island Yacht Club (1989-1991), where he and his wife are still members and keep their Beneteau 423, Sea Captain.

CANADIANS JOIN IN THE FUN!

Join the Volvo Ocean Race Online Game and win great prizes from CYA!

Race each leg of the Volvo ocean race against sailors from around the world. Over 200,000 sailors participate including past Olympians and many members of the Canadian Sailing Team. Register for the virtual regatta and win prizes sailing in Leg Eight from Galway, Ireland to Marstrand, Sweden. This is a short leg that should only take 2-4 days starting on June 6th.



Telefonica Blue, skippered by Bouwe Bekking (NED) at the start of leg 7 from Boston to Galway

Photo Credit: Dave Kneale/Volvo Ocean Race

The Canadian Yachting Association in conjunction with its sponsors and *Canadian Yachting* magazine are offering prizes for the top Canadian sailors in a number of categories. Join us for the prize presentation at dinner for the Canadian Yachting Association annual meetings in Toronto in November. ➔

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41	J/41 1985	65,900	33	HUNTER 33 2005	89,900
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40	SEA RAY 400 Sundancer 1998	149,900	24	BAYLINER 2452 Ciera Express 1998	17,900
39	RINKER 390 EC w/Hardtop 2007	229,900	24	LARSON 240 Cabrio 2005	35,995
39	SEA RAY 390 Sundancer 2004	269,900	23	RINKER 232 Captiva 2002	29,500
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Length	Boats	Year	Price	Length	Boats	Year	Price
45'	Silverton 45-Convertible	2008	US \$564,000	29'	Bayfield 29C	1988	Can \$36,000
42'	Hunter 420	2001	Can \$189,000	29'	C&C 29 Mk I	1977	Can \$22,900
41'	Hunter 410 SS Arch	1998	Can \$159,900	29'	C & C 29 MK 1	1977	Can \$22,900
41'	Hunter AC	2005	Can \$255,000	29'	Hunter 290	2000	Can \$69,900
41'	Hunter	2006	Can \$239,000	28'	Aloha 28	1976	Can \$8,500
39'	Silverton 39 Motor Yacht	2008	US \$299,900	26'	MacGregor w/drop keel	1993	Can \$14,900
38'	Silverton 38 Sport Bridge	2008	US \$279,900	26'	Nonsuch	1982	Can \$39,900
36'	CS Merlin	1988	Can \$84,900	24'	Hunter 240 Water Ballast	2001	Can \$26,900
36'	Silverton 36 Convertible	2008	US \$225,000				
35'	Bayliner Avanti 3550	1990	Can \$39,500				
35'	Hunter Legend 35	1987	Can \$71,900				
34'	Hunter	1983	Can \$59,900				
36'	Hunter 356	2003	Can \$139,000				
33'	Delphia	2008	Can \$169,900				
33'	Hunter	2005	Can \$119,000				
33'	Hunter	2006	Can \$117,900				
33'	Ontario Yachts Viking	1974	Can \$31,500				
31'	Hughes	1980	Can \$24,500				
30'	Alberg	1978	Can \$18,500				
30'	Hunter	1991	Can \$47,499				
30'	Hunter	1989	Can \$44,500				



This one-owner boat has been meticulously maintained and shows beautifully. **Nahui Ollin** is in absolutely **mint condition**, and as a trade-in boat, it's priced to sell quickly...

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SCHOCK 23	1990	\$13,900	MIRAGE 33	1982	\$34,900
SONIC 23	1983	\$4,000	BENETEAU IDYLLE	2 FROM	\$69,900
C&C 24	1980	\$8,990	CS 34	1990	\$89,000
J 24	1978	\$11,900	J 34	1985	\$34,900
MIRAGE 24	2 FROM	\$5,000	C&C 35 MKII	3 FROM	\$49,000
C&C 25 MK1&2	3 FROM	\$9,900	ERICSON 35	1977	\$56,000
C&C REDLINE 25	1975	\$12,500	HANSE 350 NEW	2008	\$169,000
CATALINA 250	2002	\$24,500	HUGHES 35	2 FROM	\$39,900
MERIT 25	1985	\$10,000	HUNTER LEGEND	1987	\$79,000
TANZER 7.5	1982	\$11,00	J 105	2 FROM	\$115,000
GRAMPIAN 26	2 FROM	\$7,200	J 35	2 FROM	\$58,900
NONSUCH 26	2 FROM	\$38,900	NIAGARA 35	1980	\$79,000
TANZER 26	1980	\$12,400	CS 36 MERLIN	1988	\$84,900
C&C 27 MK1-V	5 FROM	\$14,900	CS 36 TRADITIONAL	6 FROM	\$59,000
CATALINA 27	1979	\$11,500	GOZZARD 36	2 FROM	\$99,500
CS 27	3 FROM	\$17,800	HUNTER 37	1981	\$49,500
HUGHES 8.3	1980	\$18,000	TRIPP 37	1987/8	\$69,900
SIRIUS 28	1983	\$29,000	BENETEAU 38	1990	\$85,000
C&C 29&MKII	3 FROM	\$27,900	HUGHES 38	1979	\$45,000
HUGHES 8.7	1980	\$32,900	LANDFALL 38	1980	\$76,900
C&C 30	3 FROM	\$29,900	HUNTER 38	2006	\$164,900
CATALINA 30	2 FROM	\$25,000	CORBIN 39	1981	\$70,000
CS 30	5 FROM	\$44,000	EXPRESS 40	1989	\$85,700
EXPRESS 30	1985	\$36,900	C&C 41	1983	\$119,000
SAN JUAN 30	1977	\$24,500	JEANNEAU 42	1973	\$249,000
J92S	2007	\$145,500	LANCER 42	1981	\$95,000
TICON 30	2 FROM	\$39,000	WHITBY 42	1973	\$99,000
BAYFIELD 32C	1983	\$59,900	COLUMBIA 43	1970	\$59,900
C&C 32	2 FROM	\$42,900	BENETEAU 440	1991	\$109,000
DOUGLAS 32	1974	\$34,900	RELIANCE 44	1983	\$159,000
C&C 33	1975	\$34,900	WHITBY 45	1983	\$129,900
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IRWIN 33 CB	1978	\$29,000			

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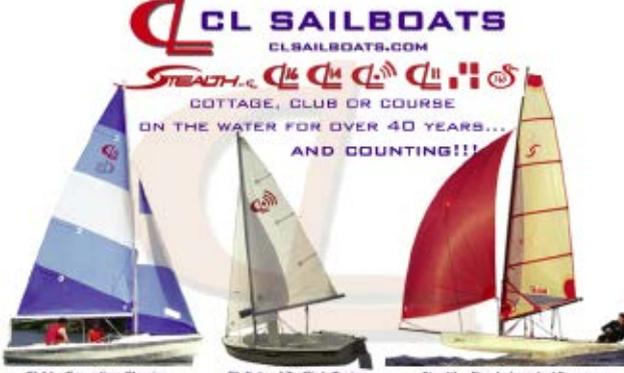
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6	7	8	9
13	14	15	22
20	27	28	29

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Blessing the Fleet: Places and People

WHEW, it has been a winter, but to my unrestrained relief the sun shineth yet again – in fact, Saturday is club launch day. The long sub-zero months, a holiday visit to California and the sad passing of two wonderful friends have combined to heighten my anticipation and appreciation of the upcoming boating season.

The most beautiful cities of the world are defined by their harbours. Personally, I haven't visited nearly enough of the globe's sailing spots, but of those I have, the easy winners are Sydney, Australia, Vancouver and San Francisco. A recent revisit to the northern California coast, where I tanked but learned a lot in the 1989 T-Bird Worlds, reminded me of the absolute necessity of boats.

The geography of the city means that in your travels by foot or cable car, you suddenly crest a hill and are knocked over by a breathtaking panorama of the Golden Gate Bridge with hundreds of boats beneath. This is a most magnificent sight for a touring Canadian whose home harbour is an ice-filled emptiness. A place gets a special lift from boats nearby: Sydney's trademark is its opera house with boats in the foreground, Vancouver's condos and mountains surround the harbour. There are many others like Auckland (so I'm told) Cape Town or Cannes where the boats and the landscape interact with terrific results.

Halifax and St. John's too, although if someone had possessed the vision to locate the Maritimes further south, perhaps where Georgia currently is located might brighten up the vista a bit.

In summary, the sight of boats and water and sails and gulls works magic for us, the tonic for a bad mood or bad weather. But it's just a matter of days! Soon we get to hit the dock here at home; I can hardly wait! Sadly, indeed very sadly, it will be without two of my favourite people. In the same winter, we lost two of the finest gents to take the helm. Two very different, but both monumentally loveable friends.

Ken Deas, totally unlike Russ Germain had a let-it-fly exuberance that translated into fun and madness for everyone he met. He was a sometime actor, sometime boat salesman, occasional business scheme developer and serious party host who spent all his summer days in a boat of some kind. He was very active in our club's affairs and in the course of being Rear Commodore, Harbourmaster and so on, left a swath of controversy and cocktails along with some considerable accomplishments. Even as an octogenarian, he defined immaturity into a suave lifestyle. It's hard to imagine that a tragic propane explosion on his boat ultimately took out someone who lived so enthusiastically. I'm sure he would have

preferred expiring as he crossed the finish line with his big poodle, which regularly crewed or at least happily sat in the cockpit, grinning broadly beside him.

Unlike Kenny, Russ was the voice of accord and seamanlike care at the club. He toiled tirelessly, had an upbeat word for everyone and charmed members and guests with his gentleness and reassuring familiar voice. Here was a man who could rightly be called a celebrity by virtue of his many high profile years at the CBC, but was so without attitude it was disarming. While Kenny created a fun persona around nautical improvising and duct tape, Russ was the Mike Holmes of boating, doing it right or not at all. I still smile when I remember the perfection of his Bristol Plus restoration of his first boat, an elderly Shark. It gleamed impossibly picture perfect and then some. He was a legendary contributor to our club's well-being and did it all with the driest chuckle on the lake.

So it's another season ahead. Summer in Canada converts our shoreline back into boating paradise – once you cast off you can barely even recall February. The friends we make along the way add to all that. And finally it's launch day so we can delight in the opportunity to enjoy the finest pastime/sport/hobby/obsession there is. 🐾



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