

CANADIAN

SEPTEMBER 2010

# Yachting

## Fall's Boating Season Issue

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The Happy Isle in the Heart of Howe Sound

### Crate Marine Sales

Major Expansion at Port McNicoll Marks  
80<sup>th</sup> Anniversary



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## 2011 Brings Technology and Innovation

**THIS IS ONE** of our favourite times of the year! When we are not actually out on the water, we are still very busy visiting boatbuilders, exhibiting in and attending boat shows and talking to distributors and retailers serving the boating industry, all enabling us to get a bird's eye view of what makes this industry so dynamic and so unique.

Although just coming out of the toughest of times in recent years, we are starting to witness new innovations and technologies being integrated in boat design. In fact, this fall will deliver the largest crop of new sailboat models in years while the powerboat fraternity will continue in its quest for further development and design.

There is nothing as constant as change and we've certainly lived through that together. But we should all acknowledge that our Canadian dealers continue to outperform and rank as top performers in their respective brands in Canada. Whether buying your first new boat, or stepping up (or down) in size, today it is more important than ever to align with a dealer who knows and understands the latest technology and innovations.

Dealers and their staff are one of the key lifeblood's of the boating experience. We should celebrate our strong domestic boating fraternity more often. So come out this fall and join us at the shows where you will have a chance to learn more about new models, new technologies and new innovations being introduced in the very near future.

In anticipation of the fall boating season and preliminary plans to get your boats ready for winter storage, the Galley Guys prepare a great one-pot stew for cold, hungry crew that can be made ahead of time, stored in a Thermos and served up as required. Anne and Laurence Yeadon-Jones share with us a lovely cruising destination only a short hop from Vancouver and still a great spot for the fall.

2010 marks the 80<sup>th</sup> anniversary of Crate Marine Sales – now a fourth generation family operation. Crate's is Canada's largest new yacht dealer and also one of the largest marina operations in North America. Read more about Crate's new marina operation in Port McNicoll in this issue.

While trying to squeeze as many boating days out of the fall season, it's also time to think about winter storage, winter work and perhaps the purchase and installation of some new boat toys. In our DIY article, we have provided you with a pretty comprehensive checklist to use before putting your boat away to ensure you know what, if anything, needs to be looked at over the winter or at least before the launch in the spring. In Upgrades, we introduce you to the 12-volt Majestic television that you can install on your boat. In Engine Room, we outline some suggestions of a loyal Bertram owner. And, finally, in Electronics, we bring you up-to-date on AIS!

Boat reviews this issue include the Archambault 31, the Azimut 53 Sedan Bridge, the Beneteau New Sense 50 and the Mainship 35 Trawler. In our Environment Matters, we also give you a sneak peek at the Mercury Marine Diesel Electric Hybrid Concept Vessel...quite the boat!

And last but not never least, John Morris takes us on a trip of cool boat inventions in his article Crossing the Line...which he does so well.

As always, we hope you enjoy this issue of *Canadian Yachting* and hope you continue to share your comments and suggestions with us! 🐾

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**Cover:** Anticipation, an Archambault 31 seen heading out to Chester Race Week placed first in her category. See Boat Review on page 24.

PHOTO CREDIT: Tim Wilkes  
[www.timwilkes.com](http://www.timwilkes.com)

*"It was always  
our dream to have  
a home with a mooring  
right out front."*

*Liz & Tom*



*Our Alberg designed 1980 Cape Dory 33, is our dreamboat, so when a branch crushed our headfoil and furler in storage last winter, we were very disappointed.*

*Fortunately for us, Skippers' Plan understood the problem, located a replacement furler and expedited our repair. We barely missed any of the sailing season. You never want to have a claim, but when you do it's great to deal with people who speak boating fluently.*

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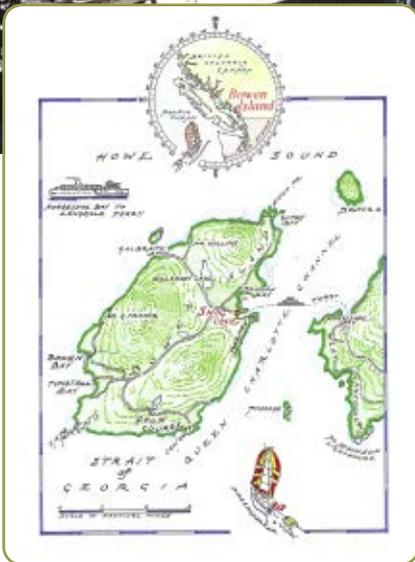
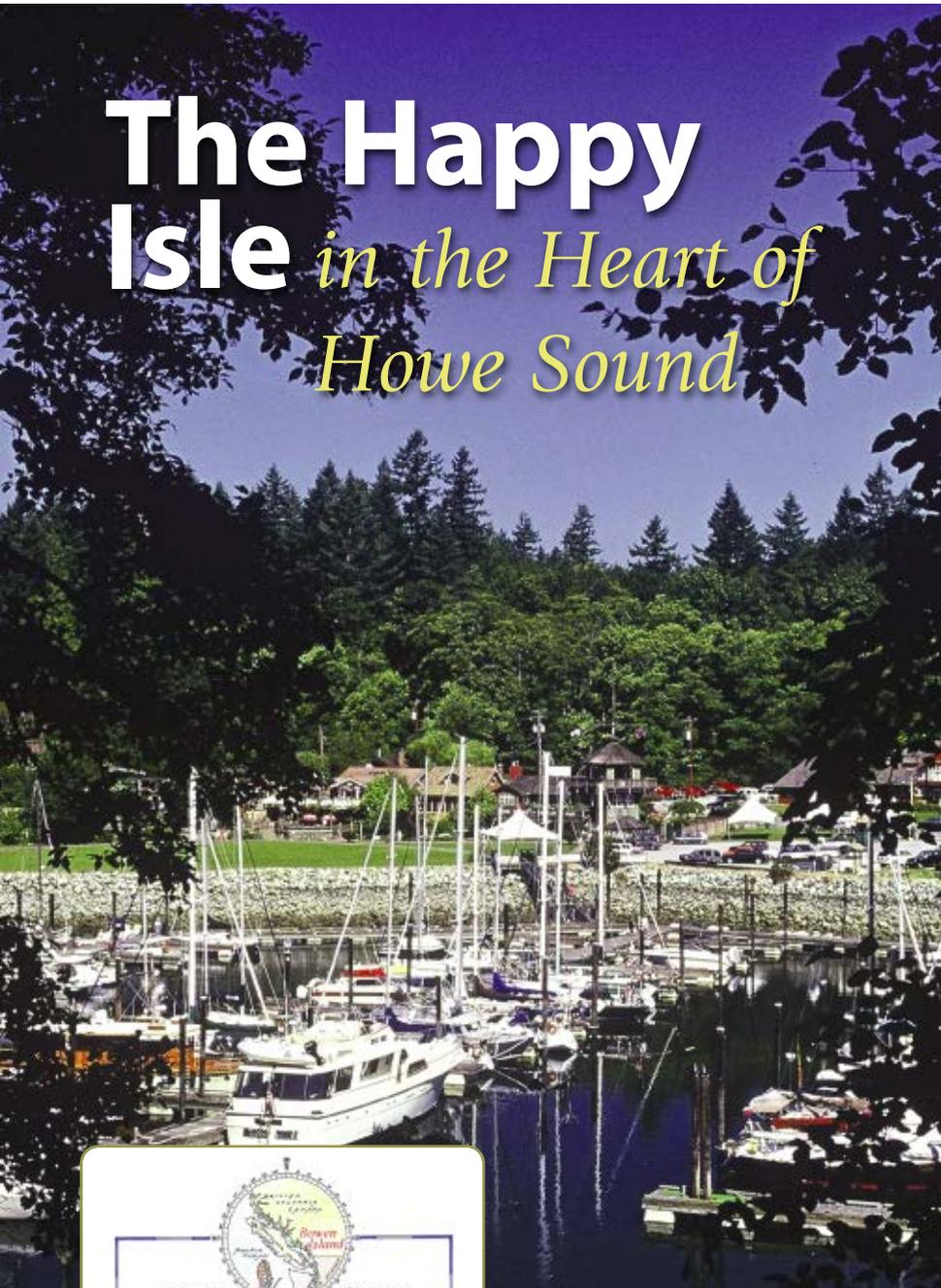
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# The Happy Isle *in the Heart of Howe Sound*



*By Anne and Laurence Yeadon-Jones  
Photographs and Map by  
Laurence Yeadon-Jones*

*The Union Steamship Marina in Snug Cove,  
Bowen Island.*

end'. Friends who can't meet us in the city just hop aboard the hourly Bowen Island ferry which connects to Horseshoe Bay on the mainland.

The Village of Snug Cove and the Union Steamship Company Marina have managed to preserve much of the unique charm of the original Union Steamship Resort by retaining many of the heritage buildings and summer cottages – which is how we manage to accommodate extra crew for an overnight stay (See side bar).

For a small island, Bowen has a vivid history as a social playground, beginning with the native Squamish Nation who used the grounds as a summer outpost for many centuries. In the mid-1800s, pioneer William Davies built cottages and planted an apple orchard in Snug Cove and by the 1890s, Bowen Island had become a holiday cottage destination.

Bowen was dubbed "The Happy Isle" in 1900 when Captain John Cates bought property in Deep Bay and Snug Cove, purchased the 300-passenger steamship *Britannia* and developed a successful island resort with a tearoom and dance pavilion for day-trippers. Twenty years on, this flourishing enterprise was sold to the Union Steamship Company, which ferried as many as 5,000 passengers from Vancouver to the island on summer weekend picnic excursions or to vacation in one of the 200 orchard cottages.

Snug Cove is snug by name and nature with a slim, finger-like peninsula protecting its waters from local inflow

**T**he green tranquility of Bowen Island lies in the Strait of Georgia at the entrance to Howe Sound and is just nine nautical miles from the City of Vancouver. Surrounded by breezy Queen Charlotte and Collingwood Channels, this small island is a favourite Dreamspeaker destination when taking family and friends on a 'boating week-



*The Union Steamship's Heritage Resort Cottages and Victorian-style Summerhouse.*

and outflow winds. More of a mini-inlet than a cove, its southern shoreline is steep and heavily wooded, while the northern shore encompasses a terminal for the frequent island ferry, a public wharf, Bowen Island Marina which



caters mainly to local boats, and the family-owned Union Steamship Company Marina.

The marina offers shore-side accommodation and extensive, year-round visitor moorage for boats from 20 to 200 feet and power, water and Broadband Xpress wireless internet (bbxpress.net) are all available on the docks. In 2009, the marina owners, Rondy and Dorothy, added the new clubhouse, which is a distinctive, triangular floating structure that mirrors the surrounding island's heritage character. They also incorporated good design with a sense of fun, which makes this two-story facility a pleasure to use.

The upper deck houses the visitor lounge, washroom, shower and laundry facilities with many of the interior elements taken from island and nautical memorabilia. The bow and stern sections of the old island launch, the 'Peanut', have been incorporated into the comfortable TV and computer lounge and small utility kitchen. With three commodious unisex showers to

*Snug Cove, Bowen Island is rich in heritage architecture.*

## Fast Facts

The Union Steamship Company Marina – Call on VHF 66A [www.marina@ussc.ca](http://www.marina@ussc.ca) 604-947-0707. They also have a floatplane dock for easy crew connections.

Bowen Island Golf Club boasts a stunning view across Howe Sound. Call to book a tee time in advance at 604-947-4653. Transportation can be arranged by the Union Steamship Marina.

There is no fuel dock on Bowen. The nearest fuel available is at Fishermans Wharf and Horseshoe Bay in West Vancouver.

Coastal Link Ferries – This 70-passenger ferry offers a safe and reliable commuter service between Bowen Island and Downtown Vancouver – 778-231-7872 or visit [www.coastallinkferries.com](http://www.coastallinkferries.com)

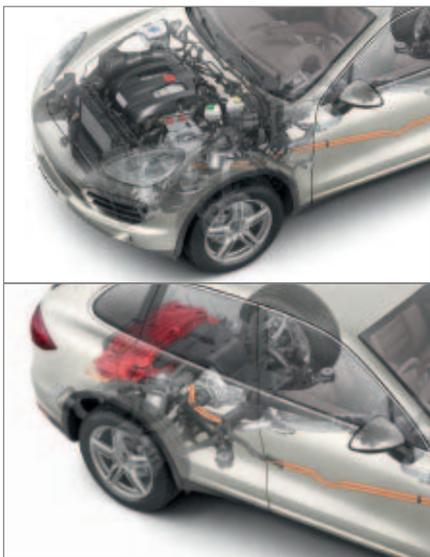
Bowen Island Express Service is available 7 days a week from Bowen Island to Granville Island. Reservations recommended. Call 1-888-568-7247 or go to [www.gjwv.ca/Bowen\\_Island\\_Express.html](http://www.gjwv.ca/Bowen_Island_Express.html)

romp around in and washrooms fit for a boutique hotel, you will also find details like rod rigging securing the stall partitions and portholes carefully aligned so one can look out while sitting on the loo!

On the lower deck, the boater is welcomed into the marina's airy reception desk and well-stocked chandlery. Up the ramp and onto terra firma, the existing marina store now specializes in a comprehensive selection of clothing and gifts and dispenses ice cream by the bucketful.

The well laid out foreshore development of the marina with its manicured lawns and flower-fringed Lady Alexandra Promenade boardwalk are backed by heritage-style buildings and two of the original resort cottages. Doc Morgan's Restaurant and Pub is located in a house once owned by 'the' Doc Morgan, a popular barber of the time who kept his chair in the Vancouver Hotel and was known for his elaborate parties and beachside crab feasts. The outdoor patio, family restaurant and lively marine pub serve everything from hearty burgers to fresh seafood and pasta dishes and they are reputed for their fish and chips and summer barbeques.

The Union Steamship Resort com-



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**PORSCHE**

\*Based on 2010 New European Driving Cycle data. Transport Canada CO<sub>2</sub> emissions figures are not yet available and may vary.

## BOWEN ISLAND, BC

plex connects to 'downtown' Snug Cove via Government Road to the Village Square and the Viewpoint Trail leading to Artisan Square. Set atop a steep bluff with magnificent views across Queen Charlotte Channel to Horseshoe Bay and the snow-tipped Coastal Mountain range, this vibrant square is worth the 10-15 minute hike. Alternatively, hop aboard the community shuttle for an easy 5-minute ride.

Start your day with a brisk hike or quick bus ride to Artisan Square for a cup of good Italian coffee and the tastiest bacon, egg and tomato Panini at welcoming Artisan Eats. Choose a cozy spot around the fireplace, join the locals at the large communal pine table or take a seat on the patio and relish the view. The busy owners also run the highly successful *Tuscany*, a bustling European-style trattoria set back from the main road in Snug Cove.

With appetites satisfied, pop into the eclectic selection of gift stores and galleries that carry quality local art, jewellery and accessories. Don't leave without visiting Cocoa West for a small box of organic truffles and chocolates to take back to the boat.

Pick up the shuttle or take a walk back down the trail to Village Square and Snug Cove with its medley of shops, cafes, restaurants, pubs, bakeries and galleries; provision at The Ruddy Potato with its selection of organic and local produce and pick up a loaf of freshly



Anne, author of the *Dreamspeaker Guides*, at the entrance to *Tuscany*.

baked bread at the Village Baker. Visit Phoenix on Bowen and become a kid again – browse through their great selection of books and fascinating assortment of toys and games for all ages.

En route to the Snug Café take a peek at the eclectic blend of clothing and accessories at Out of the Blue – they carry a colourful mix of local and imported designs and offer friendly island service and good prices.

The Snug, with its outdoor picnic tables and shaded patio is 'the' gathering spot for locals and visitors waiting for the ferry; their coffee is always fresh and

## The Union Steamship Company

Both Heritage Resort Cottages are self-contained with a cheery wood stove and a front porch with views of Snug Cove and the Howe Sound mountains – they can sleep up to 8 guests each. The Victorian-style Summer House is tastefully decorated with stained-glass windows and leaded French doors that provide beautiful views of the marina and garden – it can accommodate up to 7 guests. The large living room has a feature fireplace and the full size country kitchen has a cozy wood stove. The main floor bathroom has an old-fashioned claw tub. The two-bedroom suite below the Summerhouse overlooks the courtyard garden. The classic float-home is located in the marina and has a fully equipped kitchenette, queen-size bedroom and double shower. Accommodations are kid and pet friendly.



For more information visit [www.porsche.ca](http://www.porsche.ca)

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## BOWEN ISLAND, BC



*Union Steamship Company Marina's floating clubhouse has, arguably, the best marina showers on the coast.*

they offer hearty breakfast dishes, wraps, homemade soups and variety of fresh-filled sandwiches and panini combinations. If the weather is fine, take your sandwich over to The Purple Door Gallery garden, relax on an artisan-built bench and 'people watch' or investigate their choice of unique island treasures.

At locally owned and operated Naked Soapworks treat yourself to a selection of "fragrances that smell good enough to eat". If the small store is temporarily closed, soaps are also available at The Ruddy Potato and the Cottage Laundry; this is a wonderful new find for boaters who would prefer to spend their time climbing Mount Gardner or picnicking at Killarney Lake. They offer a "wash, dry and fold" service and will even iron shirts!

Before returning to the marina or your accommodations to prepare for the evening, take a quiet stroll through the Memorial Gardens and along the forested trail to peaceful Bridal Veil Falls – take a deep breath, listen to the birdsong and adjust your watch to island time. 🐦

### Downtown Snug Cove

Doc Morgan's Restaurant and Pub	604-947-0108
Blue Eyed Marys Restaurant	604-947-2583
They offer a small but appealing menu that changes monthly. Reservations recommended.	
Tuscany	604-947-0550
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## Sabre and Crate's come to Georgian Bay

On display now at Crate's Port McNicoll

A high-angle photograph of a Sabre motorboat, primarily white with a dark blue hull, moving across the water and leaving a white wake. The boat has a cabin and an American flag at the stern.

# SABRE

Sabre 40 & 42 Sedan

Sabre 34, 38 & 42 Hardtop Express

Sabre 52 Salon Express

For 80 years, the name Crates has been synonymous with boating. The Crate Family have an acute knowledge of boats and a straightforward, honest approach to customer service built on the strong work ethic passed down from generations before them. Since 1930, Crate Marine Sales has grown steadily to now include five marinas serving well over 1000 boaters in Keswick, Lagoon City and Willow Beach on Lake Simcoe, Port Credit on Lake Ontario and now, Port McNicoll on Georgian Bay.

For more information visit [www.cratesportmcnicoll.com](http://www.cratesportmcnicoll.com)

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**MARINA PROFILE**



*Lynn Crate stands with her father Lloyd beside a restored 1932 Crate Craft that was built by Fred S. Crate at their shop in Keswick.*

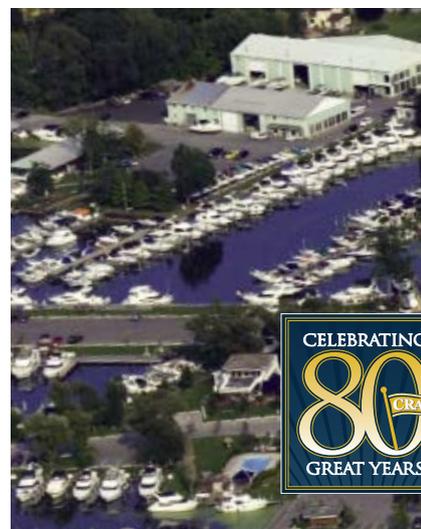
## Crate Marine Sales Celebrates Its 80th Anniversary with Major Expansion

**F**rom humble beginnings after the depression, the family and descendants of Fred S. Crate have built on the foundation he laid in 1930 to become Canada's largest new yacht dealer and one of the largest marina operations in North America. And, they are growing steadily with several members of the fourth generation of Crate family members now in the business full time.

While some successful family businesses grow away from the founding family over time, that has not been the case at 'Crates' as most customers call it.

Lloyd Crate may now be 85, but he is still at the marina most days and he's always happy to stop and say hello to his customers, many of whom are themselves, second or even third generation Crates' customers.

Lloyd continues to live on the Keswick property in the family home and frequently the whole extended fami-



ly gathers for a working lunch around the kitchen table. The family is close-knit, personal and responsive. If something important comes up, it gets dealt with right away.

Long ago, Lloyd made the important decision to turn the business over to his sons and daughter and to let them make the decisions and wield the power to



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FT. LAUDERDALE BOAT SHOW  
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## MARINA PROFILE

make things happen.

On rare occasions, when a really critical event happens, the Crates will mobilize whatever forces are needed, and at top speed. If parts and a mechanic have to be flown by helicopter to a stranded vessel – that’s what happens. If Lloyd’s son Steve is not available, Greg will make the call, or Lynn ...or grandson Ryan. If your name is on the door, you take responsibility.

Including sons, daughters and grandchildren, there are seven Crate family members involved in the business day to day. Customers can always find a Crate to talk to.

Lloyd’s daughter Lynn has managed the business for many years, The Crate family knows every customer, every supplier, largely through long-standing relationships. That depth of experience is the foundation of sound business judgement. All the Crate family members will tell you that they are tuned into their customers (and not the stock market or the media)!

While 2009 was a tough year for many businesses, Crate Marine Sales had one of its best years ever and in spite of all the global economic uncertainty and stock market gyrations in 2010, Crates is again having another great year.

The 500 plus slips at the original Crate Marine Sales location in Keswick, Ontario are all full; new boats are selling, trade-ins are selling and now a new location a bit further north but still on Lake Simcoe, Crate’s Willow Beach has become its headquarters for cottage size boats, selling new and used Regal Boats in the smaller sizes.

Willow Beach also has plenty of slips and docking for smaller boats. Then, further up Lake Simcoe is Crate’s Lagoon City. This location also offers great boating to the residents of the 277 Lagoon



*The Crate family gathers around with Lloyd beside granddaughter Stephanie holding the 80th Anniversary celebration cake at their season opened at the marina in Keswick this spring.*

City slips.

But 2010 will go down as an historic year for Crates and for yachting in their part of Canada. Saturday, July 17th, 2010 marked the Grand Opening of the new Crate’s Port McNicoll Marina.

Skyline Investments Inc., the parent company of Horseshoe Resort and the Pantages, Cosmopolitan and King Edward hotels, is creating the Port McNicoll development. They have formed a strategic alliance with Crate Marine Sales to develop a world class marina in the historic harbour town of Port McNicoll, Ontario.

New facilities for big boats are rare everywhere across Canada and none can challenge the Port McNicoll development for size. According to the press release, \$10 million will be invested toward building the first privately-owned deep water port in Georgian Bay over the next three years. When completed, the 333-hectare complex – which sits on 11 km of pristine shoreline – will include more than 800 boat and yacht slips, 1,300 residential units, several hundred hotel rooms and a boardwalk village of shops, services and cultural attractions, making it the largest mixed-

use marine resort in the province.

“The marina and yacht club in Port McNicoll will offer freshwater boaters the finest service and facilities anywhere in the country. For years, we have been looking to open a Georgian Bay location, and this development represents the perfect opportunity to do so. Over the years, Crate’s has sold close to 40% of all the motor yachts on Georgian Bay, so we’re glad to have finally found the perfect place to look after our many loyal customers. We are very proud to be partnering with Skyline on this exciting project, and we look forward to offering Georgian Bay boaters full access to our complete range of marine services in 2011”, Greg Ryan said during his speech..

Celebrating 80 years is a very important accomplishment as Crate’s looks ahead to an exciting new chapter in its history, developing amazing boating potential at Port McNicoll. The Crate’s family values and consistent re-investment in the business will assure customers, old and new, of a great boating experience in the next twenty years leading up to Crate’s 100th Anniversary in 2030! 🍷



**ONE.**

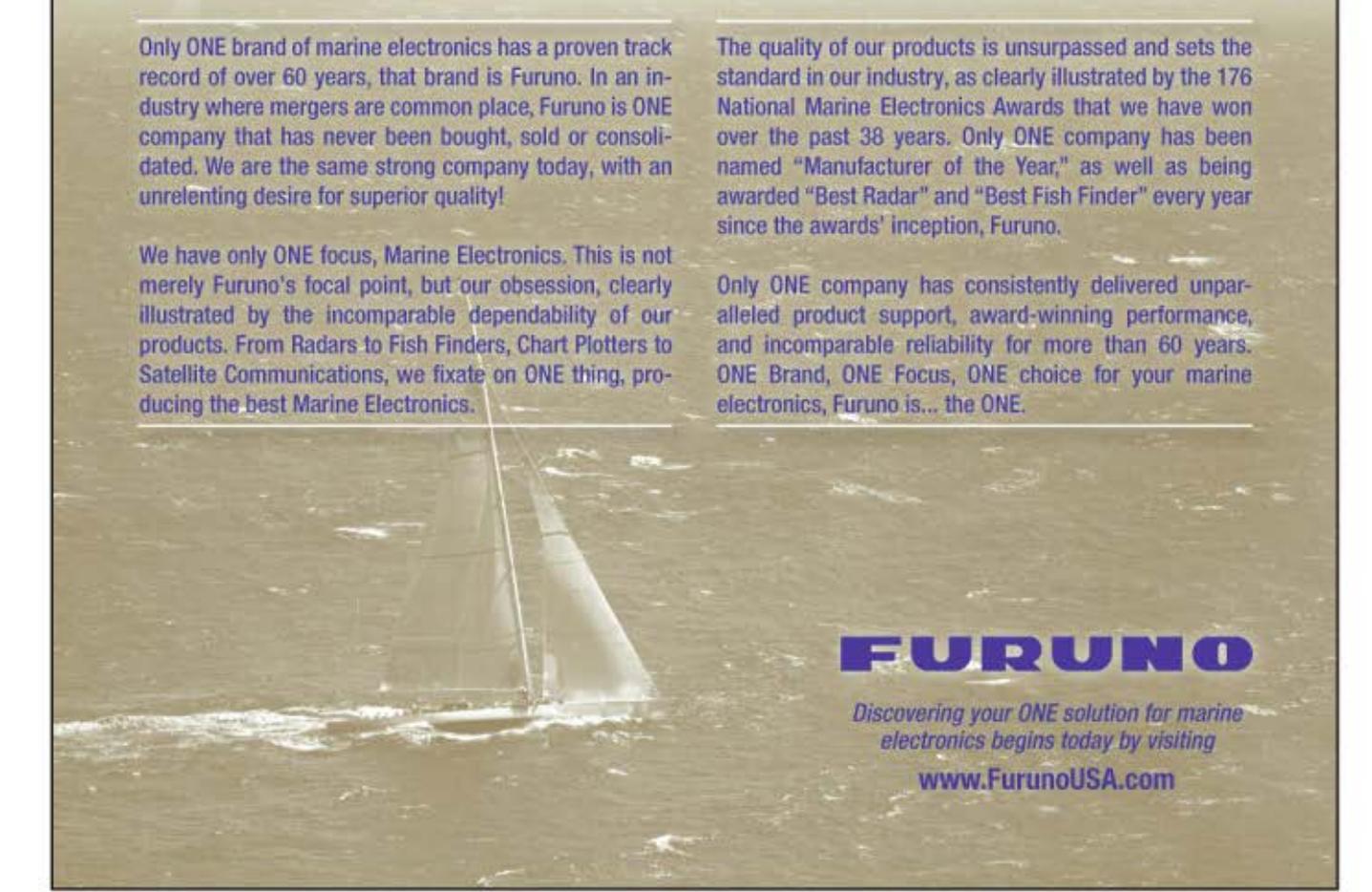
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The quality of our products is unsurpassed and sets the standard in our industry, as clearly illustrated by the 176 National Marine Electronics Awards that we have won over the past 38 years. Only ONE company has been named "Manufacturer of the Year," as well as being awarded "Best Radar" and "Best Fish Finder" every year since the awards' inception, Furuno.

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**FURUNO**

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[www.FurunoUSA.com](http://www.FurunoUSA.com)

# Azimut 53 Sedan Bridge

## The Entertainer

**THE BRAND NEW** Azimut 53 Sedan Bridge is a yacht for entertaining. The owner of our test boat, Tony Romanelli of RCC Media has made his new Azimut 53 the centerpiece of his lifestyle. His young family includes a preschooler; their home is a downtown waterfront condominium, within walking distance of the marina. On a summer morning, he can walk to the boat to check it out, enjoy some coffee, plan his day, set up meetings and even use it as a floating boardroom. His physical company offices are north of the city so this represents a significant time saving. At the end of the day, the whole family can cast off for a scenic cruise around the Toronto islands and harbour. And, of course, the Azimut is perfect for luxurious vacations whatever your destination: Georgian Bay, the Thousand Islands or even down Florida's Intracoastal Waterway.

One of the most rewarding things

about owning a yacht like this is being able to share the enjoyment of the experience with family and friends. This new Azimut 53 stands ready to be the entertainer. With an actual overall length of 54'9" on a beam of 16'2", the new 53 Sedan Bridge is a three-stateroom, three head yacht that includes a separate crew cabin, spacious salon, dinette, full galley on the main deck and barbecue galley on the bridge. And, even that summary doesn't cover all the comfortable or handy areas to carry on a private conversation or read a good book.

We have to start our overview on the flying bridge because this is exceptional. The bridge helm is off to the port side with a fixed seat, ZF electronic controls for the 715 hp C12 ACERT Caterpillar high-tech diesel engines, navigation screens and basic engine instruments. Surrounding the helm is an amazing expanse of sun pad forward, protected by

### PERFORMANCE

**TEST BOAT ENGINES:** Twin Caterpillar C12 ACERT diesel engines, 12 litre/732 ci inline 6-cylinder with ZF transmissions.

ENGINE (RPM)	SPEED (MPH)
600	8.05
1000	11.5
1200	12.5
1400	13.8
1600	17.8
1800	23
2000	27.8*
2100	30.5
2200	32.8
2300	37.5

\*Cruising speed

Performance Data Supplied by Azimut

a large venturi-type windscreen. It is the perfect spot for small children to sit so the captain can keep a close watch; there is space for a large number of passengers. The view from the bridge is commanding, of course, and Azimut has given the

## SPECIFICATIONS

Length Overall	54'9"/16.6 m
Beam	16'2"/4.93 m
Dry Weight	22 tonnes
Fuel Capacity	618 gal./2340 L
Water Capacity	155.8 gal./590 L
Holding Tank Capacity	59.4 gal./225 L
Grey Water Capacity	59.4 gal./225 L
Price	Pricing not available at press time

Test boat provided by and  
price quoted by Nautique International  
[www.nautiqueinternational.com](http://www.nautiqueinternational.com)

53 Sedan Bridge a dramatic radar arch and framework for a sun shade that slides out to cover the whole bridge.

The bridge deck also extends out over the cockpit and, optionally, an owner can have an aft-facing sun pad here or a spot for life rafts, dinghies or other equipment. On our test boat, the bridge was adorned with real teak flooring, a removable teak picnic table and overhead lighting. A refreshment area with barbecue grill and refrigerator will undoubtedly make this a favourite place to spend the day.

The beautifully laid teak flooring extends all the way from the aft edge of the swim platform, through the cockpit and up the side decks right to the bow. It looks fabulous, it's lovely to walk on in

your bare feet and it will offer good grip as well.

On our test boat, the swim platform was set up to carry personal watercraft with a hydraulic lift. There's a pull-out boarding ladder, transom shower and gate into the cockpit. The cockpit is nicely sized with a U-shaped aft seat that provides headroom for the crew cabin lying beneath. The crew cabin includes a single berth, storage areas and a private head; the laundry facilities are also located there. It's also served by a separate air conditioner. Access is through a hatch and ladder.

The seat is large enough for two or three couples to enjoy dinner on the aft deck with the overhead halogen lighting, sitting around the removable teak table. Two elegant folding chairs are included and these stow in the salon under one of the seats.

To accommodate different types of marinas and mooring opportunities, Azimut includes an Opacmare hydraulic boarding ramp with an integrated handrail that can be raised and lowered with a remote control. There are also doors in the cockpit sides when that is more convenient.

One of the most dramatic features of



*The galley is on the port side with a home-type refrigerator built into the cabinetry, sink, microwave and three-burner ceramic stovetop with serious potholders.*

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## AZIMUT 53 SEDAN BRIDGE



*The lower helm is ahead of the dinette and uses a clever electronic adjustable seat rest.*

the 53 is the full glass aft bulkhead to the salon. Although wooden Venetian blinds and drapes are included throughout the boat, the huge expanse of side glass, enormous forward facing windshields and the glass aft bulkhead really expand the main deck making it feel even larger than its 53 feet. As you enter the salon, attractive cabinets up the starboard side include an electric lift for a large flat screen television, climate controls, electrical panels, wine racks and drawers fitted for glassware. Opposite on the port side is a comfortable couch and two hassocks as convenient added seating, or as end tables with storage inside. Love those little touches!

The galley, dinette and main helm are up a step. The galley is on the port side with a home-type refrigerator built into the cabinetry, sink, microwave and three-burner ceramic stovetop with serious potholders.

Stylish cabinetry with a glass-top shelf divides the galley from the companionway and gives you both a place to serve from and also drawers fitted for dishes and glasses.

The dinette is particularly good and has a clever feature as well. The U-shaped layout could accommodate 6 to 8 around the handsome wooden table. There is storage underneath and the front seat back is electric, enabling you to reposit-



*As you enter the salon, attractive cabinets up the starboard side include an electric lift for a large flat screen television, climate controls, electrical panels, wine racks and drawers fitted for glassware.*



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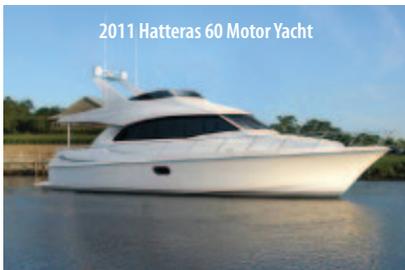
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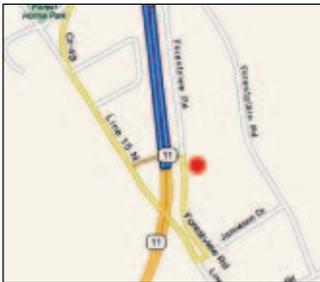
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## AZIMUT 53 SEDAN BRIDGE



Perhaps most impressive for a yacht this size is the full beam master stateroom. This has a queen berth, standing headroom throughout and simply remarkable side glass built into the hull.

tion that backrest to make a double helm seat when it's time to cast off.

The interior helm is very complete, surrounded by vast areas of structurally mounted glass with Azimut's trademark opening side glass panel that looks like a protractor. Incidentally, the side glass has a slight mirror finish to reduce the greenhouse effect. There are also serious double-arm windshield wipers because the designers expect this boat to be run from the interior helm a fair bit to take advantage of the A/C.

Down the companionway and directly ahead is the forward guest stateroom with double bed and very innovative glass areas in the bow as well as an escape hatch overhead. The mid cabin is particularly impressive with six-foot headroom throughout the area, two single berths, significant areas of storage and a porthole.

Perhaps most impressive for a yacht this size is the full beam master stateroom. This has a queen berth, standing headroom throughout and simply remarkable side glass built into the hull. A lot of daylight comes into this stateroom and your vantage point is only a foot or so off the water. It's a real design innovation from Azimut. Another great feature is the port-side table where two can sit and talk, play cards or use it as an

office desk. The table top also lifts to reveal a make-up table. Of course, there is also a full private head with enclosed shower.

Even considering the price will be something above the million and a half range, there is a lot of yacht here. And it really goes too!

The twin 715 hp Caterpillar diesels are simple and robust traditional shaft drives; the hull is a modified vee with sharp entry but flattened out aft sections for lift and efficiency. It seems to run happily at almost all speeds, accelerating with determination and reaching an impressive 37.5 mph top speed.

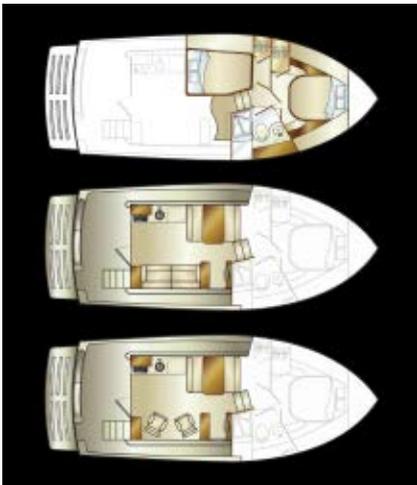
The steering and tracking are precise and it can carve a tight turn at speed too. Test conditions were mill pond flat but we expect a comfortable and capable ride in rough weather.

Around the docks, Azimut (a very large builder with plenty of resources) has developed their own joystick docking solution they call Xenta which coordinates the main engines and bow and stern thrusters to pivot, move sideways and to control small docking adjustments.

Overall, this is a high-style yacht with strong performance and a level of accommodation that we feel is top-of-class. 🖱️

# Mainship 35 Trawler

## A Home Away from Home



**LET ME FIRST ADMIT** that I am always attracted by a traditionally styled boat. In the early days of powerboats, form needed to follow function and those traditional designs had an honesty and sense of purpose that I still really like.

The brand new Mainship 35 Trawler looks like a traditional trawler and features many traditional virtues, yet it also delivers key features that today's buyers are looking for: a spacious and well-equipped galley, an ocean-going "family room" on the bridge and the conven-

### PERFORMANCE

**TEST BOAT ENGINE:** Single Yanmar 6LY UTP3, 380 hp electronically fuel injected high-tech inboard diesel with electronic shift and throttle, 5.813 liters/354 ci, inline 6 cylinder.

ENGINE (RPM)	SPEED (MPH)
1000	5.8
1250	6.6
1500	7.6
1620	8.05*
1750	8.4
2000	9.2
2250	9.9
2500	10.4
2750	12.0
3000	13.6
3250	15.8
3396 (MAX)	17.6
* Most economical cruising speed 1.0	

Speed testing by Garmin GPS

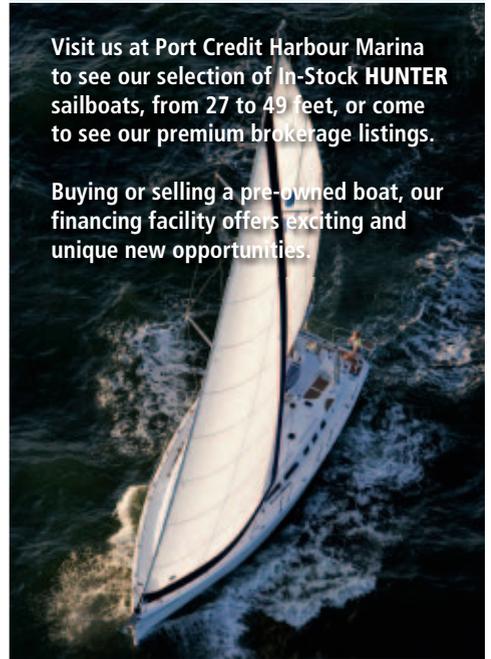
ience of joystick docking.

Compared to new express cruisers, what you give up is high speed cruising. The Mainship 35 Trawler cruises at 7 knots (8.05 mph) with quiet serenity and such economy that some owners have achieved a 900-mile range on one tank!



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## MAINSHIP 35 TRAWLER



*The galley lies on the port side of the salon offering an impressive length of Corian counter with a polished, round stainless steel sink in the centre and both an aft bulkhead window and lots of side glass.*

The single Yanmar 380 hp inboard diesel with electronic shift and throttle is a new high-tech design that produced nary a trace of smoke or smell during our test and had the muscle to move the Mainship 35 up to 15.3 knots (17.6 mph) so you can fight high seas or make a reasonably fast passage from A to B.

Joystick docking is big now and the Mainship 35 Trawler delivers on that with separate bow and stern thrusters. You can easily manoeuvre this boat and even "steer" it to move sideways to make docking a breeze.

Spacious, comfortable and economical to run, this may be the perfect boat for a cruising couple who really want to go places and do things. Sell the big city home and use this boat as a main residence in Canada spring through fall and cruise south for the winter to a condominium in Florida and explore the Caribbean from there. Where an express cruiser is a "getaway boat", a trawler is a floating home away from home.

Starting from the stern, you get a big, full width swim platform with a pull-out boarding ladder that can be accessed from the water in an emergency (very important). There is a proper transom door that keeps the sea out and let's you in. The cockpit has room for a few deck chairs or a group at a cocktail party (when at anchorage); it is all shaded by the bridge overhang.

The wide side decks lie well below the hull sides that are capped with big side rails, also under an overhanging cabin roof. You feel you can safely get all around the exterior, even while underway. You are walking in the boat, not merely on it. Forward, there is an electric windlass for the anchor, big cleats and a traditional Sampson post for heavy lines. You can sit comfortably on the cabin trunk as well, facing forward as you go.

The flying bridge is accessed from the cockpit up a set of stairs on the starboard side. Well-placed handrails allow you to back down like using a ladder if you were in really



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## SPECIFICATIONS

Length Overall	39'5"/12.01 m
Beam	14'3"/4.34 m
Displacement	20,000 lb./9,072 kg
Fuel Capacity	250 gal./946 l
Water Capacity	70 gal./265 l
Holding Tank	34 gal./129 l
Base Price	\$315,000 US
Price (as tested)	\$377,000 US

Test boat provided by and price quoted by  
True North Yachts  
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Mainship gives you a "summer" galley with sink, refrigerator and space for a BBQ.

rough conditions.

The flying bridge is your ocean-going family room. You get a commanding view from the upper helm station where the captain sits in the centre with companion seats on either side. This is the way to go while cruising long distances; everyone has a great outlook forward and most can also view the navigation screens and gauges on the helm. Both dash sides have flat areas for chart reading.

The bridge also features bench seats all around where you can recline for sunbathing. For parties, turn the helm and companion seats around and about 10 people can gather to talk under the Bimini roof. Full zip-out Eisenglas side curtains make this an all-weather area. Mainship's parent company, the Lühr's Group also build the Hunter sailboat line and you will find a clever folding table like those on sailing yachts in the middle of the bridge.

Better yet, just outside the Bimini on

the aft bridge deck, Mainship gives you a "summer" galley with sink, refrigerator and space for a BBQ. Feed the whole gang right from the bridge!

If you like to cook and entertain, this boat is nicely equipped. The galley lies on the port side of the salon and it is simple and straight but spacious and well equipped. There is an impressive length of Corian counter with a polished, round stainless steel sink in the centre and both an aft bulkhead window and lots of side glass. It is bright and open. Mainship resisted the temptation to hem it in with cabinets, opting for storage under the counter including big pull-out drawers for the fridge and freezer – a really nice solution. It is also equipped with a two-burner stove, convection microwave and a trash bin.

Opposite the companionway is your choice of either a pair of recliner chairs or a pullout sofa bed like our test boat had. A 20" flat screen TV with DVD and stereo comes standard.

Ahead of the sofa is a standard, fully equipped lower helm with leaning post seating; right beside that is a sliding door to the side deck. That's convenient for docking and by opening the centre windshield section, the side door and the aft bulkhead door, you can really let the breeze circulate through!

Air conditioning with reverse cycle heat is optional. Few owners would miss the opportunity to ensure comfortable cruising through three seasons. The lower helm is perfect for those rainy days or super hot days when the flying bridge is too exposed; the dinette in the salon is both perfect for dining and also as a companion seat where you can read charts as you go.

On the lower deck is a forward master stateroom with hanging locker, private access to the head and a contoured queen



The flying bridge offers a commanding view from the upper helm station where the captain sits in the centre with companion seats on either side.



Ahead of the sofa is a standard, fully equipped lower helm with leaning post seating.

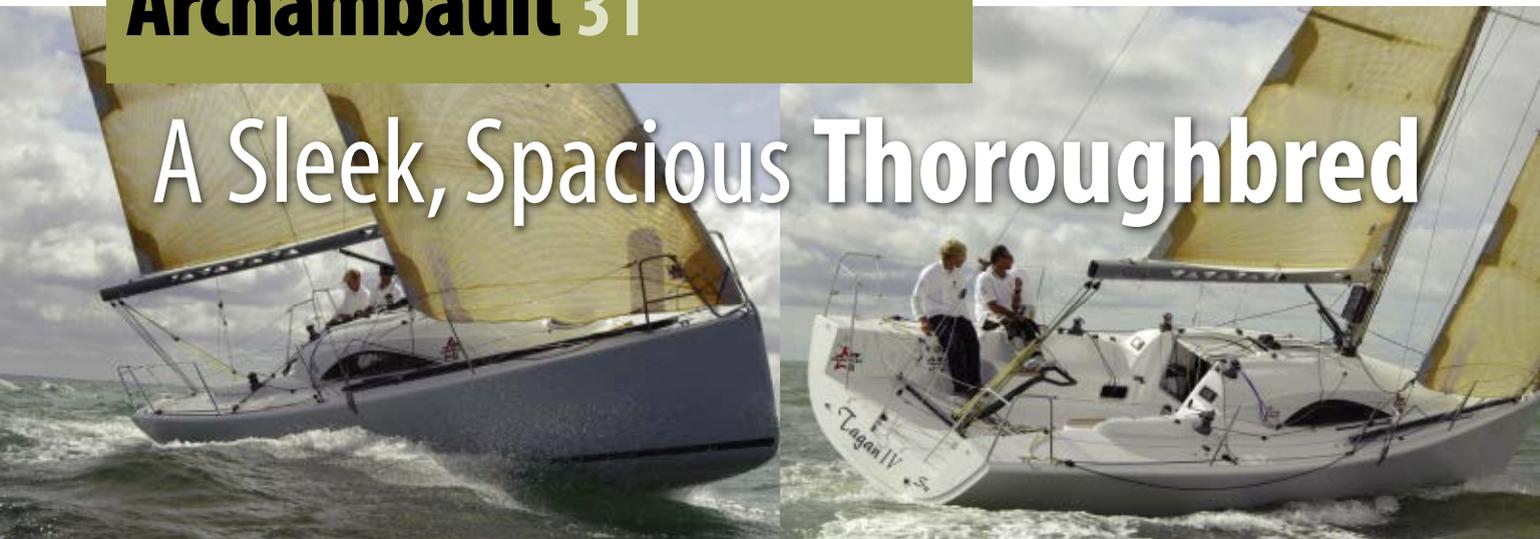
berth while a second double-berth stateroom lies on the starboard side.

The head is attractively appointed with the same cherry wood cabinetry as the rest of the boat, boasting a Corian counter and private shower stall with bench.

Everything is a livable size and it is a very people friendly yacht in all respects – well suited to being a floating home for exploring today and retirement tomorrow. See the world from your Mainship 35! 🍷

# Archambault 31

## A Sleek, Spacious Thoroughbred



**WHAT A TREAT** to have the owner of the new Archambault 31, Ann Acland, on board with us when we took Anticipation out for a sail in Mahone Bay the day before Chester Race Week started. We were also joined by the North American representative for Archambault and Aigle, Philippe Paturel, and Canadian sailor, Jeff Brock. The boat scooted along in the light breeze without effort and the tiller, mounted with a handle extension, was very responsive to the wind because of the 6'3" spade rudder. The UK sails made out of the San Francisco loft were made of carbon fibre, done with a new heat-sealed process without using glue.

Ann, who sails out of the Royal Nova Scotia Yacht Squadron, scoured the market looking for a 30-foot racer/cruiser that had sleek lines with a clean moulded interior (without a lining) and with no front bulkhead leading into the v-berth so that you could easily store sails flat without bending them. "After spending a lot of money on sails," said Ann, "the last thing you want to do is to have to fold them in half when storing them on the boat." After Ann test sailed her last summer in 35(+) knots of wind, she



*The interior has light warm wood, clean white finishes and modern microfibre upholsteries.*

knew the A31 could go offshore in pretty much any condition.

She sleeps 6 with an aft double-berth, a well-appointed galley, enclosed aft master suite and a spacious head that combines a work/storage area. With the large cockpit with a super-sized aft locker (plenty big enough for a lift raft, fenders, and lifejackets) and 1.82m (6 ft.) headroom below, the A31 rivals any other modern 31-footer in creature comforts. The interior has light warm wood, clean white finishes and

### SPECIFICATIONS

Length Overall	31'4" ft./9.55 m
Beam	10'7" /3.23 m
Draft	6' 3" /1.90 m
Displacement	6,746 lb./3050 kg
Sail Area Upwind	538 ft.2/50m <sup>2</sup>
Sail Area Downwind	1,098 ft.2/102 m <sup>2</sup>
Auxiliary Diesel	14 HP (with saildrive)



All lines are led back to the cockpit and with a 105% jib, it is easy to handle with the Harken self-tailing 46.2 speed winches.

modern microfibre upholsteries. Handle holds below match the through-hull bolts that hold on the jib tracks. The vacuum-infused, resin glass sandwiched hull, injection infusion structural liner and composite deck is built using an environmentally sound process while eliminating airborne toxins.

The 14 HP Nani diesel with a sail drive option for 20 HP has access from four sides and is a dream for any mechanic should he or she ever have to work on it. The same holds true for the electronic panel where you don't have to be childsize to access. The fuel tank is opaque plastic which allows for easy visibility of fuel consumption. The water tank has a bladder that is easily removable for cleaning. All doors are fabric with zippers for privacy. The ice box is standard as well as the two-burner propane stove. There are options for an oven or refrigerator.

This smaller version of the renowned A35 and A40rc has



The main trimmer sits aft of the helmsman to handle the 9:1 purchase main, 8:1 backstay and Ronstan traveller.

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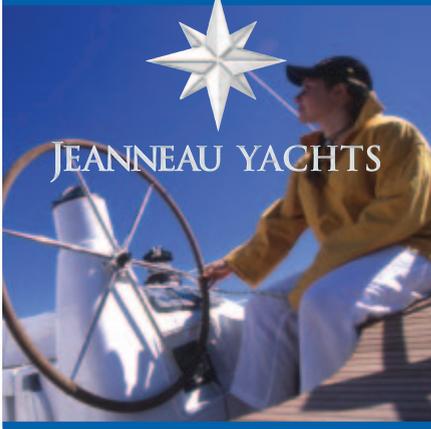
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## ARCHAMBAULT 31



*Katie Nicoll (front), our boat reviewer, at the helm with owner Ann Acland (centre) and Jeff Brock back) out on Anticipation in Chester, Nova Scotia.*

only been in production for a year and is performing exceptionally well in Europe and Australia. This will be the first A31 to be raced in North America. Once again, the naval architectural team of Joubert, Nivel & Mercier has designed a thoroughbred IRC Racer-Cruiser. With a 40% ballast ratio – 3050 kg (6746 lb.) overall – the A31 outperforms in all conditions. It's IRC rating is 0.998, PERF New England 108 and Nova Scotia 99.

All lines are led back to the cockpit and with a 105% jib, it is easy to handle with the Harken self-tailing 46.2 speed winches. From a 'go fast' perspective, the boat has built-in barber haulers so that you can change how the jib is sheeted outboard without having to move the jib car.

There are also Harken 40.2 cabin top winches used for the spinnaker that is launched and taken down through the front hatch. It has a mast head spinnaker, but is also set up to race with an asymmetrical one. The carbon fiber spinnaker pole is also standard in the racing package.

There are teak toe holds for the skipper, especially nice for those of us who are vertically challenged in height. The main trimmer sits aft of the helmsman to handle the 9:1 purchase main, 8:1 backstay

and Ronstan traveller. The instruments were Nexus and allowed for GPS/USB from laptop to outside monitor.

One really unique feature that I found fascinating was the swim ladder. It is concealed in a tube off the transom. With one hand you can reach down, turn the lever and release the ladder. It is made out of polypropylene and moulded plastic handles to prevent rusting, and is easy to hang on to for swimming or dragging.

The boat is easily raced with 6 or 7 crew; the sail controls and helm can easily be handled by women or juniors that make it a versatile boat to have a mixed, all-women, or guys only crew. As a J/24 owner, I was very impressed that there was an inspection port hole in the deck for the lifting bridle to come through when hauling. ↴

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# Beneteau Sense 50

## A New Range of Open Living Onboard



**HERE IS THE** new Beneteau Sense fifty-foot sailboat that truly delivers a new range of open living onboard

For all that the marine industry has gone through, the next few years are going to be ones of innovation and new designs. If rumours in the field are true, upwards of 20+ new sailboats will hit the docks this fall in Newport and Annapolis. New technologies, lighter materials and easier boat handling will no doubt be the drivers.

Beneteau's recent announcements about the new Sense platform and "Dock and Go" caught our eye. I use the term platform as I sense [pardon the pun] that this new design will be the foundation of more to come. The naval architects at Berret Racoupeau Yacht Design and their colleagues who worked the inside magic at Nauta Design are to be congratulated for such a new style and feel. The "Dock and Go" technology is a neat feature that will help simplify the sport and probably keep more people sailing longer.

This boat looked so intriguing that we

decided to preview it now. Its leading edge, contemporary design boasts tons of well thought out features; its innovation will no doubt help drive the sailboat market forward.

While we can be blamed for not doing a sea test (to follow in a later issue), we already know the Beneteau brand is designed by some of the brightest in the business; this line will definitely perform well. From reviewing preliminary sea

### SPECIFICATIONS

LOA	49'/14.93 m
Beam	15' 11"/4.85 m
Light Displacement	31,195 lb./ 14,037 kg
Deep Draft	6' 11"/2.10 m
Shallow Draft	5' 10"/1.77 m
Engine	75HP
Fuel Capacity	110 gal./416.4 l
Fresh Water Capacity	140 gal./530 l
Yacht Design	Berret – Racoupeau
Interior Design	Nauta Design

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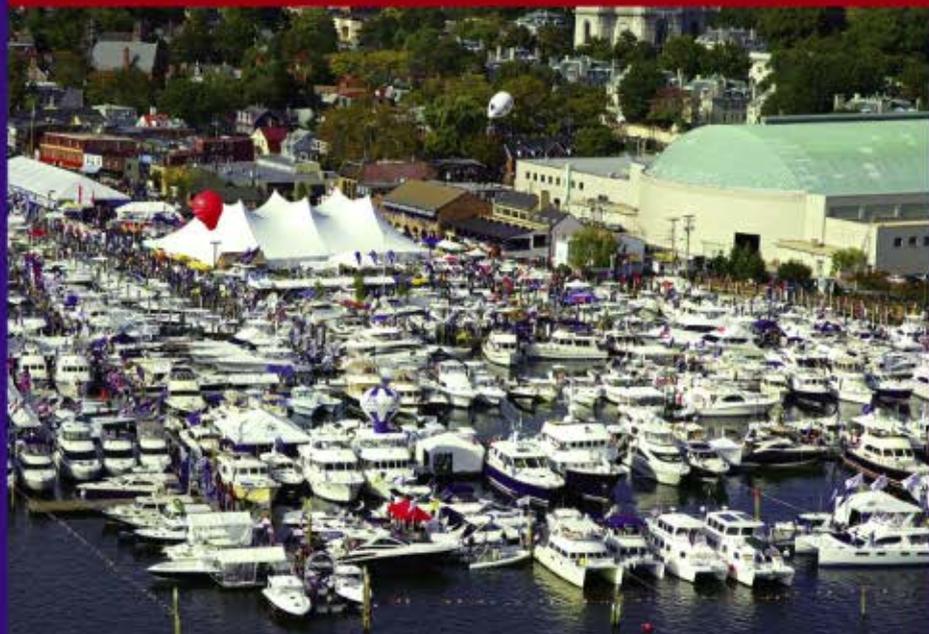
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*The openness and the transition between the salon and the terraced deck/cockpit is wonderful.*

tests, we have learned that the Sense hull is very stable with a unique shape that reduces sailing angles resulting in enhanced performance; it actually delivers maximum performance at a 15° heeling angle instead of the normal 20°. For cruising sailors everywhere, moving around the boat is wonderful and sailing is easier for all involved. The wide glass area and openings on both sides of the companionway just enhance the feeling of openness.

The design incorporates three main living areas – a concept we're more used to seeing in the power segment: 1) the first living area utilizes a large exterior living space that boasts a wider than normal cockpit, a huge bathing platform and an isolated helm; 2) a wonderful external salon and galley and interior and 3) ele-

gance in life below.

For those of you that follow my reviews, I always start with the cockpit; this one does not disappoint. It's so wide, welcoming and uncluttered with twin-wheel steering and a neat settee configuration to starboard. The accommodations on deck for lack of a better word are amazing and accentuated by the semi-open transom design. What allows this to happen is the designer's concept of pushing all the accommodations and living space below forward leaving the nerve center, technical, engine and other systems in a neat easily accessed space. This

*This salon boasts unique features in furniture and functionality.*





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## BENETEAU SENSE 50

### Navigating Insurance

#### Storage or Moorage?

Who makes the call when it's time to take your boat out of the water – you or your insurance company? The season can seem short enough already!

Many insurance companies require removal of your boat on a predetermined date and similarly don't allow early launching in the spring.

If you really want to attend that late-season event or early season kick-off, you could be crippled by the stipulations in your policy.

Chubb Insurance's Masterpiece Watercraft Policy contains no restrictive language requiring your watercraft to be on land by certain dates. This means you can take advantage of autumn or get a head start in the spring.

"At Chubb, we know that boating time is at a premium and is very valuable to our clients," says Tanya Eyram, Assistant Vice President of Chubb. "That's why we encourage them to follow their own schedule and trust in their judgment."

Some boaters choose to extend their season by trailering their boat to another destination. Chubb has no towing mileage limitation and offers broad navigational limits.

"Our policy emphasizes flexibility and choice," adds Eyram. "We want our clients to get the most out of their boating experience and not feel limited by their insurance."

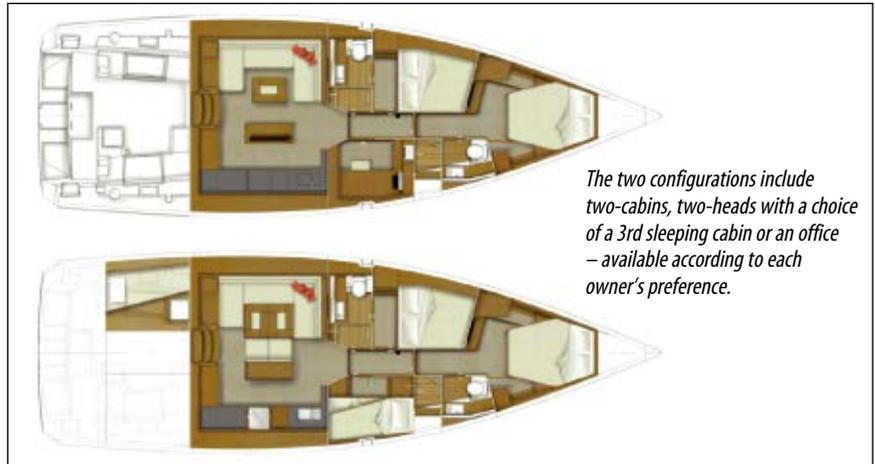
With more and more time pressure on boaters' lives and schedules, getting in a few extra weeks on the water with friends and family can be the kind of reward life is all about.

Chubb invites boaters to visit [www.yacht.controltheoutcome.ca](http://www.yacht.controltheoutcome.ca) to view a 25-item list of questions to evaluate their policies.



[www.yacht.controltheoutcome.ca](http://www.yacht.controltheoutcome.ca)

The precise coverage offered is subject to the terms, conditions and exclusions of the policy as issued.



The two configurations include two-cabins, two-heads with a choice of a 3rd sleeping cabin or an office – available according to each owner's preference.

push generates a wonderfully low cockpit with a "terrace like" feel. The lifting aft seats that bridge the cockpit allow for open access to the swim platform or dock.

But what's wonderful is the openness and the transition between the terraced deck/cockpit and salon. For a sneak peek, go to: <http://www.youtube.com/watch?v=gXgPAiPoP8s&feature=related>

The innovative deck plan has the control lines and winches located aft of the relaxing cockpit area. The mainsheet is led back to a fixed arch that opens up the companionway perfectly. The raised arch is, in itself, a neat touch as it's integrated into the deck and cabin top perfectly.

The below cockpit space is accessed by a small ladder and it can easily house an additional berth or other equipment such as a washer/dryer or perhaps a generator.

Moving forward, the wide decks give a reassuring feeling. Cruising and sailing will be a treat and our initial research proves excellent visibility looking forward.

Below decks the boat sings with its wonderful layout options. Berths are forward in several configurations and are complemented perfectly by wonderful ventilation characteristics and generous streams of light throughout. The two

configurations include two-cabins, two-heads with a choice of a third sleeping cabin or an office – available according to each owner's preference.

Cabinetry and furniture have an Alpi fruitwood finish complemented by a bleached oak laminated cabin sole; the neat functionality of some furniture allows certain items like the TV, stovetop and seating to be folded away when not in use. Clean and precise are words that come to mind. Its welcoming and functional, stylish and neat.

Looking ahead, Beneteau has offered up some super options including hybrid engines, the new "Dock and Go" system as well as motorized companionway and blinds.

This boats is designed for life aboard and easy performance sailing. It's a must see during this fall's shows. ↵

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*Galley Guys*



# Comfort Food for Cruising

By Andy Adams with John Armstrong and Greg Nicoll



**THE GALLEY GUYS** have been living high on the hog lately with last issue's memorable Bouride à la Provençal and the mouth-watering curried shrimp in the June issue and just recently, we met with Ann Vanderhoof, the author of *The Spice Necklace*, to sample her island fare for the November Waypoint issue of *Canadian Yachting*. Her recipes made us want to book our trips right now!

But the Galley Guys – Greg Nicoll, Andy Adams and John Armstrong – are “guys” after all. Guys love gourmet food. Guys love great wines and guys get hungry. Really hungry.

*There's not much you can do to present your bowl of beef stew that doesn't risk looking like Alpo! Oh well, put your baguette or crusty bread on the side and let the wonderful aroma of the stew generate the appeal.*

This fall, when the bitter winds come to fill your sails, the waves get whipped higher and sailing requires layer after layer of clothing, you will want comfort food for cruising. I don't deny that the Bouride à la Provençal and a well-matched wine leaves us staring off into space with a wistful look on our face, dreaming of the next opportunity to have such a memorable meal. Then again, some days you're just hungry.

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# Galley Guys



*The Galley Guys are again putting John Armstrong to work, laying out the ingredients and getting ready to do some semi-professional chopping!*

"I don't want a fork. I want a shovel! I'm starving. I'm cold. And, I want it now. No waiting for you to fuss for an hour in the galley, please!"

I feel like having roast beef and gravy, with lively seasoning, hearty vegetables and an appetizing garlic aroma, but can you give it all to me in one dish? Oh, the

beauty of a hearty beef stew.

In need for a consultation from our newly-appointed Galley Guys' butcher, we contacted Peter Springer at Keswick's Queensway Market and we asked him, "What is the best cut for our beef stew?" We discovered that melt-in-your-mouth sirloin was on sale. Who could resist? We grabbed a few pounds of his best top sirloin and brought them on board. The advantage to cutting up your own beef is that you minimize the exposure to air by cubing your beef at the last minute. On the other hand, the melt-in-your-mouth sirloin, melted in our pot. You might want a tougher [although possibly more flavourful] cut like round, flank or the butcher's own stew beef, although sirloin is what we used.

And you could build your stew the

old-fashioned way by browning each cube of beef in a skillet with bubbling oil after first tossing them in seasoned flour. But, we have an easier and equally delicious way. Throwing all pretensions to the winds, we confess to using nothing more exotic than a Crock Pot. It's true!

Prep time 30 minutes, cooking time



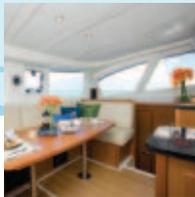
*We've cut up our sirloin into 1 inch cubes with a separate knife and board and then laid them aside while we get going, starting by chopping the celery.*

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# Galley Guys



*There's an organized way of cutting the onions that speeds up the process and minimizes the tears.*

one full day. It's sort of fast and sort of slow but if you don't use a Crock Pot already, you're in for a treat. The right recipe with the right ingredients will yield a day full of intoxicating aromas with a minimum of preparation time and no supervision from the chef. Plug it in and let it cook.

For super convenience when cruising,

make the stew the night before and spoon from the Crock Pot directly to a pre-warmed, food canister Thermos bottle or two...or three. Place them in an insulated cooler bag and head for the boat.

The better Thermos food containers will keep the stew nice and warm for over 24 hours. Open one Thermos and serve the stew with buttered crusty bread whenever the crew needs warming up!

Or, hang on until you are back at the dock and open your bottle of Chivite Gran Feudo from Churchill Cellars wine importers and let it breathe for an hour before serving. Alternatively, you can decant it and give it a good swish in your glass to make sure that all the flavours come out and "swap around" as Mark Twain said about the virtues of stew.

## Galley Guys' Crock Pot Beef Stew

- 2 pounds of beef, chopped into 1 inch cubes
- 1/4 cup of flour
- 1/2 tsp. of salt
- 1/2 tsp. of pepper
- 1 1/2 cups of beef broth
- 1 tsp. Lea & Perrins Worcestershire Sauce
- 1 clove of garlic
- 1 bay leaf
- 1 tsp. paprika
- 4 carrots sliced
- 4 potatoes diced
- 4 new white mushrooms, sliced
- 2 onions, chopped
- 1 stalk of celery, sliced

Place the meat into your Crock Pot or slow cooker. Mix the flour, salt and pepper together and then pour over the meat, stirring to coat the meat with the flour. Next, add the remaining ingredients and stir again to mix well. Place the slow cooker cover on top and cook on low for 10 to 12 hours. Stir thoroughly before serving.



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*Galley Guys*



After a thorough washing, we cut through the potatoes with a thin bladed knife leaving the skins on.



Next, we slice and dice our carrot. The carrot will add a surprising amount of sweetness to the recipe.



Safely and securely tied to the dock, the Galley Guys get ready to dig into our hearty beef stew but first, we're going to open that bottle of Chivite Gran Feudo... a lovely match for a brisk fall evening!

Of course, one of the most delicious parts of your beef stew is the wonderful garlicky gravy which is best mopped up with a slice of French baguette. The difficulty we ran into was that by the time we moved our French baguette from the bakery to the boat and started slicing it, it had the consistency of a 2 x 4!

Crusty Italian bread seemed to travel better...and we sail better when we are warm and satisfied. The Galley Guys wish you a great fall sailing season! 🍷

# THE Port Hole

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



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Photo: Vanessa Schmidt  
Torrance Barrens, Dark Sky Reserve, Muskoka, ON



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

**H**ow did the people of Saskatchewan survive a spring and summer filled with rain, floods, storm watches, severe thunderstorms, damaging winds, torrential rain, funnel clouds and boil water advisories because of runoff? By sharing stories like this one:

A curious fellow died one day and found himself waiting in the long line of judgment. As he stood there he noticed that some souls were allowed to march right through the pearly gates into Heaven. Others, though, were led over to Satan who threw them into the burning pit. But every so often, instead of hurling a poor soul into the fire, Satan would toss a soul off to one side into a small pile.

After watching Satan do this several times, the fellow's curiosity got the best of him. So he strolled over and asked Satan what he was doing. "Excuse me, Mr. Prince of Darkness," he said. "I'm waiting in line for judgment, but I couldn't help wondering, why are you tossing those people aside instead of flinging them into the Fires of Hell with the others?"

"Ah, those," Satan said with a groan. "They're all from Saskatchewan. They're still too wet to burn."

In Saskatchewan, in the summer of 2010, the residents had a choice. Laugh or cry. Crops went unseeded, and those that were planted drowned in the fields. Cottagers spent the summer trying to keep water at bay. "I'm a prisoner at the lake," said one. "We can't leave because we have to know the pumps are all running." Still, while they laughed, they began to talk seriously about the changes in weather patterns.

Meanwhile, water levels dropped in Ontario and Quebec and in the midst of it all, Environmental Defence, an environmental support group founded by a group of lawyers and concerned citizens in 1984, delivered a scathing report on the waste of water by the municipalities that depend on the Great Lakes. The Toronto-based group estimated that Ontario and Quebec residents in the Great Lakes region waste about 560 billion litres a year.

The report also has implications for all of Canada's reaction to water use. On average, each Canadian uses 329 litres of water a day. By comparison, some European nationals get by with an average of 150 litres. "Factor in the environment

and social costs of lower lake levels and there is absolutely no reason to keep behaving the way we are," said Environmental Defence spokesman, Mike Layton.

The CPS boating population works very hard to be environmentally conscious while on the water. Do we carry that same resolve into our homes and our businesses? Layton said that replacing older toilets that use 16.5 litres per flush with low-flow models that use six litres would save 233 billion litres of clean water annually. The statistics in the report came from Stats Canada and reports from federal and municipal governments.

We guard our water use on the boat. At home, do we turn off the water when we brush our teeth or shave? The little gestures add up. If we keep motor oils, paints and paint thinners from making contact with earth or water at our marinas, are we as careful in our own yards? And if we want to protect ground water, do we limit or eliminate our use of toxic pesticides and cosmetic weed killers and fertilizers?

Saskatchewan and, for that matter, all of the Canadian prairies, faces a new set of environmental problems caused by too much water. Who knows what chemicals were washed into the province's creek, river and lake systems when farms and towns were flooded and roads washed out?

In the face of potentially shifting weather patterns, we are all responsible for safeguarding our water supply. And, should you feel discouraged, remember how large our CPS community is. Now, more than ever, is the time to pay heed to anthropologist Margaret Mead's insight. "A small group of thoughtful people could change the world. Indeed, it's the only thing that ever has." 

### Want to contribute to Port Hole?

If you would like to contribute to Port Hole, please download our Contributor's guide for some helpful hints. Visit [www.cps-ecp.ca](http://www.cps-ecp.ca) and click on **Publications**.

Send text and photos for Port Hole to Joan Eyolfson Cadham at [theporthole@cps-ecp.ca](mailto:theporthole@cps-ecp.ca)

Photos should be sent by email or on CD as jpegs or tiffs. Please do not compress or downsize your photos when sending them. We need winter, fall, summer, and spring waterscapes from ALL regions of Canada. When travelling don't forget to take pictures and send us a short story about your adventure or about lessons learned.



**Mal Blann AP, Chief Commander,  
Sur-Del Squadron**

**A**t time of writing this article, it has been 9 months since the Sherbrooke Conference and my announcement that CPS would continue with ongoing change. We are and with our approaching Annual General Meeting and Conference in Nanaimo it is timely to provide a brief update on our activities.

Last year, due to improved efficiency of our National Meetings, we committed to a trial this year of reducing Governing Board (GB) and Operating Committee (OpCom) Meetings by one and doing more business via conference call and internet. While these alternate means of group communication worked well for dealing with certain issues, due to the current regulated flow of our decision making processes, the reduction of one face to face GB meeting will impact the timing for some changes which may now flow into 2011. To avoid this potential next year, we are returning to our former number and time schedule of meetings.

We have finalized funding agreements with Transport Canada (TC) to assist with costs of running our two new safety and promotional programs; Recreation Vessel Courtesy Check (RVCC) and CPS Canadian Safe Boating Awareness Week (CPS-CSBAW). These are now multi-year arrangements covering 2010, 2011, and 2012 which will enable timelier planning and smoother implementation of both programs going forward. Both programs are successful with RVCC actually being so popular with volunteer checkers (245 vs. original plans for 150) that we were initially overwhelmed with material requests.

For many years CPS has promoted the need for the Pleasure Craft Operator Competency (PCOC) program to include more comprehensive information, tougher exams, a mandatory education component, and tougher controls. TC has now substantially improved the accreditation requirements for Registered Providers to include a TC approved mandatory training manual covering 256 knowledge requirements (up from 149), a National Card Database, Official Language requirements, and Quality Management System. TC is also implementing more stringent protocols for online testing which includes mandatory education modules based on an approved manual and new 50 question exam similar to what CPS has been using (vs. 36 currently used by other providers). Some Registered Providers are

now withdrawing from the program. We expect to confirm CPS accreditation and initiation of related online testing by the fall Conference. PCOC is here to stay and we welcome the enhancements to the program. While the PCOC from CPS will still not be fully adequate for every recreational boater, it will be for many and will provide a good base for further education for all.

Past Chief Harry Cole has been invaluable maintaining close contact and relationship with TC regarding these activities.

An Ad Hoc Committee was established within our Membership Committee to facilitate a proper assessment and consideration of your views regarding possible merger of our two primary classes of Membership. Please refer to their related article "One Class of Membership – Is this the Time?"

Your Operating Committee is now in the process of finalizing a formal implementation program for the 2011-2015 Strategic Plan. Many action items outlined have already been implemented.

Following are some additional activities noted by Department. For a complete, detailed report please log on to [www.cps-ecp.ca](http://www.cps-ecp.ca), Member's Moorings and click on "The Year That Was".

#### **Executive Department – Richard Bee, AP**

- Improvements continue to the Web Based Administration System (WBAS) and related "Help Menu";
- The MultiMedia Committee is reviewing all existing Squadron and District websites to ensure all have some form of current representation on the World Wide Web.

#### **The Training Department – Joe Gatfield, AP**

- Boat Pro updated for new PCOC accreditation. Boating will follow in 2011;
- The first fully online course (Boat Pro) to be ready by the fall conference;
- Both PCOC for Youth program and Seamanship Instructor CD now available courtesy of CPS Foundation funding assistance;
- Revised Training Manual targeted for completion this fall;
- The new Passport and Membership Certificate is now being distributed to new Boating Graduates;
- Instructor Standards are being formalized;



## CANADIAN POWER & SAIL SQUADRONS

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Executive Director  
Alain Brière, N

- New Senior Navigator (SN) requirements in effect as of October, 2009;
- Revised Memorandum of Understanding finalized with USPS to facilitate easier collaboration in operations and use of each other's training materials.

### Administrative Department – Catherine McLeod, AP

- Evolution of Change program continues and Website Redesign well underway;
- New National Marketing Award to be awarded at the fall conference;
- New Subcommittees created for Internal Communications, Trade Shows and Partnerships, Sponsorships and Member Benefits;
- Social Networking expanded to include TheBoaters, Twitter and LinkedIn;
- Downtown Toronto confirmed as site of the 2013 National conference;
- Plans underway to create a “Best Practices” webpage;
- Qualification for Regular Membership expanded to include successful completion of any Advanced CPS Course;
- The Membership Retention Program was rolled out this Spring.

### Secretary's Department – Elaine Jeffery, P

- Longevity Pins program expanded for all Members receiving 5, 10, and 15 Merit Marks in 2010 with CPS Foundation funding assistance;
- Work continued on setting up the George Ormiston Memorial Library at HQ;
- The Guidebook for CPS Officers now online in digital format.

### Treasurer's Department – Robert Pepin, AP

- Financial Review Committee established to address CPS financial management processes including reporting, documentation, operational and governance issues;
- PFD orders for new partner, Salus Marine Wear, now taken through Ship's Stores;
- In March, the Governing Board approved a basically break-even budget for 2010-2011;
- Treasurer's Report on 2009-2010 results has been published within the “Annual General Meeting” pull out section.

### Committee on Rules – Norm Headrick, SN

- All Regulations have been promptly updated after each GB Meeting;
- Model Squadron Regulations are now available in both Official Languages.

### Law Committee – Claude Martin, JN

- Two members have been added to help handle increasing volume of legal issues and documentation.

Our HQ staff, under the direction of Executive Director, Alain Brière, provided strong support to our volunteers in their activities as well as providing excellent service to our members and the public. This, notwithstanding significantly higher communication and transaction volumes from the PCOC deadline, increased membership, new programs, and the Maternity Leave absence of our Information Technology Analyst. Congratulations Heather on the birth of a healthy baby boy! Assistance has been provided by the addition of a full time receptionist and replacement of an aging telephone system. HQ also successfully handled a PST Audit.

Last, but not least, whether you participated in CPS as a volunteer, active Member, or not so active Member, your support through Membership enabled us to continue to fulfill our Mission “To increase awareness and knowledge of safe boating by educating and training members and the general public, by fostering fellowship among members, and by establishing partnerships and alliances with organizations and agencies interested in boating.” I sincerely thank you!

Happy and Safe Boating to All! 

## MAIL CALL [theporthole@cps-ecp.ca](mailto:theporthole@cps-ecp.ca)

To the Editor:

I was just filling out my Competition Entry Form for this Fall's Conference in Nanaimo, and it occurred to me how much fun I had over the years taking part in this area of our AGM & Conference. I guess my involvement started off years ago with our Squadron newsletter and history book, and since then I have dabbled in most of the categories. Some have met with more success than others, competition-wise, but I count all of them a success measured by the pleasure given me and others as they walk around the exhibits and enjoy the many and varied entries.

You know, it doesn't take a great deal of effort to provide an entry – just a bit of planning. Take the photo contests for example. So many of us take pictures on vacations or around the Club or Marina, or of friends and family boating, and probably very many of them would make a great entry. The same thing applies to the Training and Navigational Aids Divisions. Many of you use certain devices in the classroom which would be great to share with others – what better way than to use them in the Competitions, where people from across the country can see them. My favourite for the past few years has been the Crafts Division, and over the summer I decide what I am going to do this time. I probably change my mind a few times, but end up with something that I have enjoyed putting together, and hope others will enjoy seeing. I also used to think that I had nothing that was quite good enough for a competition, but I gave up on that thought after realizing that if I enjoyed looking at the photos and the crafts and the aids, appreciating the efforts put into them all, uncritically just having a good time, then the more the merrier!

I hope this will encourage some of our people to decide this is the year they will participate – all details can be found on our website – there's a category for everyone's talent I know.

Sincerely

Doreen Hinksman, AP, Oakville Squadron

To the Editor:

I have been a member of CPS since 1989 and I think they are doing a great job. I fully agree with boaters having to pass a boating licence exam in order to be able to pilot a boat. However, there is one thing that I am not comfortable with and that is when boaters can take the exam via the Internet. What is there to prevent an experienced boater from taking the exam for someone or giving them the correct answers so that they can obtain their pilot's licence. It is a lot more difficult to pilot a boat than it is to drive a car. When driving a car and the weather suddenly turns really bad with high winds and rain you can stop and wait for the weather to improve, but if you are cruising you need to know what you should do to stay safe. I also think that a boating licence should include being able to read charts which is not covered via the Internet.

This is just my thinking and I do not intend it as a complaint regarding how to obtain a boater's licence. However, I would be interested in any answer you may wish to express.

Sincerely,

Fred Robinson, North Halton Squadron

Send your letters to: [theporthole@cps-ecp.ca](mailto:theporthole@cps-ecp.ca) or join discussions at <http://forums.cps-ecp.ca/>



[www.youtube.com/CPSECP](http://www.youtube.com/CPSECP)



<http://twitter.com/cpsboat>

## QUINTE DISTRICT HONOURS SIMON TAYLOR, SN

Anne Fear

RCAF Trenton Squadron

After serving for 20 years as Quinte District Historian, Simon Taylor, SN, was presented with a plaque to mark his retirement at the Quinte District AGM hosted by Prince Edward County Power & Sail Squadron in Picton, Ontario on June 19, 2010. District Commander Jack Scott and National Training Officer Joe Gatfield presented the plaque to Simon, expressing appreciation for his dedication.

Simon's introduction to CPS goes back to January 1964 and since then he has held positions at the Squadron, District, and National levels, including two terms as RCAF Trenton CPS Squadron Commander and a term as Quinte District Commander. He also served as Assistant National Training Officer in 1973, and was Director of the Navigator course for four years. He met his wife, Jean, at the 1970 United States Power Squadron Founders Day dinner in Rochester, NY.

From 1983 until 2008 Simon was involved in setting on-the-water competitions for Squadron and District Rendezvous, becoming noted for what some skippers called "tricky questions."

In May this year Simon received his 43rd Merit Mark, and he plans to remain an active Squadron member, looking forward to celebrating RCAF Trenton Power & Sail Squadron's 50th Anniversary in 2011.



National Training Officer Joe Gatfield, AP, Simon Taylor, SN and District Commander Jack Scott, P

# One Class of Membership – Is now the time?

David Peebles, P  
National Membership Committee Chair  
Langley Squadron

A CPS ad hoc committee of regional representatives from across Canada, including District Commanders, General Directors, National Officers, and others, has looked into the amalgamation of the CPS Associate membership and the Regular membership into one class of membership. I would like to address a few of the main points that were raised from submissions we received.

**Why not maintain the status quo?** The requirement to pass our Boating Course examination for Regular membership in CPS excludes the majority of recreational boaters from full and active membership. These include, amongst others, water skiers, paddlers, sports enthusiasts, cottagers, and small boat sport fishers who do not need to know all aspects of navigation and how to plot a course or a fix, in order to be safe boaters. The key is the ability to know their capabilities and operate within them.

For the past two years the substantial growth in CPS membership has been due to boaters becoming CPS Associate members by obtaining their Pleasure Craft Operator Card (PCOC) through CPS. Meanwhile the number of Regular members has actually declined over the past 10 to 12 years as Boating Course students have steadily declined across the country. This decline basically started with the introduction of the PCOC requirement by our Federal Government which dramatically changed the general public's perception of a recreational boater's educational needs. There is no indication this trend will change. The demographics of CPS Regular members show more than 70 per cent are over the age of 50, many may be reaching an age where they may no longer be active boaters, and we no longer have a Regular membership comprised of young families.

As the rush to obtain the PCOC winds down there will be a decline in the number of boaters looking to obtain their card. CPS needs to generate a greater degree of interest among our current CPS Associate members, many of whom are younger boaters, by making changes now. Amalgamating CPS Associate and Regular members with all sharing equal benefits and opportunities is only the first step in increasing our membership retention rate. We will need to offer courses, seminars, and membership benefits that are of interest to people who are active in many different types of recreational boating.

**Will this affect our insurance discounts?** The discounts we receive from Cowan Insurance are currently based on the number and type of courses completed. CPS Associate members holding their CPS PCOC receive a 5% discount, Regular

members having successfully taken the Boating Course receive a 10% discount and there are additional discounts for each advanced course taken. This would still apply if we changed to a single class of membership and may offer an incentive to CPS Associates to take more of our courses.

Feedback from some Squadrons suggest CPS Associate members do not seem too interested in CPS so why create one class of membership with an amalgamation. CPS has not offered full membership value to this class of membership. Many courses, benefits, and even some social events are geared more to those interested in cruising.

Currently about 12% of CPS Associate members are renewing their membership, thereby showing an interest in our organization. Some have expressed a willingness to volunteer and take on Bridge positions for their Squadrons. Some Squadrons are having success attracting CPS Associates to their social events. If offered as many interesting opportunities as our Regular members, many may get involved. Our challenge is to diversify the organization so it is of interest to as broad a group of recreational boaters as possible.

**Why should someone who has not taken the Boating Course be able to fly the CPS flag?** Rather than designating that a person has taken the Boating Course, flying the CPS flag means that someone on a vessel is a CPS member and that does not need to be the skipper. It also does not signify that the skipper is a competent boater nor does not flying the flag indicate the skipper is incompetent.

I do not fly my CPS flag because I think I am a more competent boater, but rather to show that I am a member and proud supporter of CPS. Just like people who fly their yacht club burgees. I do not see anything wrong with people showing their support for CPS by flying their CPS flag on a ski boat, small fishing boat, or a canoe. If we want to be seen as a credible organization in recreational boating we have to have our flag flying on all types of boats.

Our Flag and Etiquette Committee is reviewing a proposal to create a secondary set of flags to denote a member's grade level in CPS reflecting the courses he or she has taken. There has also been a suggestion to create a new grade for those who have passed the Boating Course examination to denote their achievement. Along with other incentives previously mentioned, this might provide an incentive for CPS members at all levels to become further involved in our courses.

Please give the idea of one class of membership serious thought and post your comments on the CPS Forums - <http://forums.cps-ecp.ca/> - under the topic of membership, or forward by mail to the National Membership Committee C/O CPS Headquarters. 

# Raising Money and Consciousness

**Dennis Dwyer, Rideau Lakes Squadron**

Members of CPS-ECP are known for their community involvement and their concern for the environment. This summer in Perth, Ontario, a member of the Rideau Lakes Squadron, raised money for his church while sensitizing local residents to challenges to the shoreline, wet lands and wild life in the Tay Valley Watershed and Rideau Canal system.

Dennis Dwyer, and his 22-foot diesel-powered Rosborough Sea Skiff took up to four guests at a time for a 1 ½ to 2 hour cruise on Big Rideau Lake. Many long time residents of Perth and area had not seen the shoreline from the lake for years and were unaware of the effect of rebuilding

former summer cottages into permanent year-round residences as well as the tremendous increase in boating traffic during the high season. The potential for erosion of the shoreline, and subsequent danger to the lake itself through both increased runoff and dredging, is obvious when viewed from the water. The Rideau Lakes Squadron has been particularly concerned with the relatively large number of boaters who just refuse to even try to comply with speed restrictions. Their excessive wakes are a constant problem.

During the cruise, Dennis and his wife Sue, and/or co-captain Rob Miller, drew their guests' attention to the shoreline and the importance of ensuring that loons and other birds and fish are recognized as also inhabiting the waters. The point was made again and again that we enjoy cruising the Rideau and now that it is a World Heritage Site, boaters, cottagers, and permanent residents all have a joint responsibility to preserve it for our children and grandchildren.

## CPS-ECP EVOLUTION OF CHANGE MARKETING AWARD FOR SQUADRONS AND DISTRICTS

For a number of years CPS-ECP presented the Top 20 awards for local marketing and promotion initiatives. However in recent years the award program has not been active. For the 2010 Nanaimo conference the Marketing Committee Team is committed to bring back a program to recognize Squadrons and Districts that are actively promoting a vibrant and relevant organization in their communities.

The Evolution of Change Marketing Award is to recognize Regional and Local excellence in promoting an energized organization that reflects the current demographics of the Canadian recreational boating market. The award recipients will be considered "Best Practices" that can be implemented by other Squadrons & Districts. The award program will encourage participation and consistency with our National Branding Program.

The awards will be determined by various Marketing stakeholders in CPS-ECP. The Judging Team will consist of: Volunteers, Staff, and External Marketing Partners.

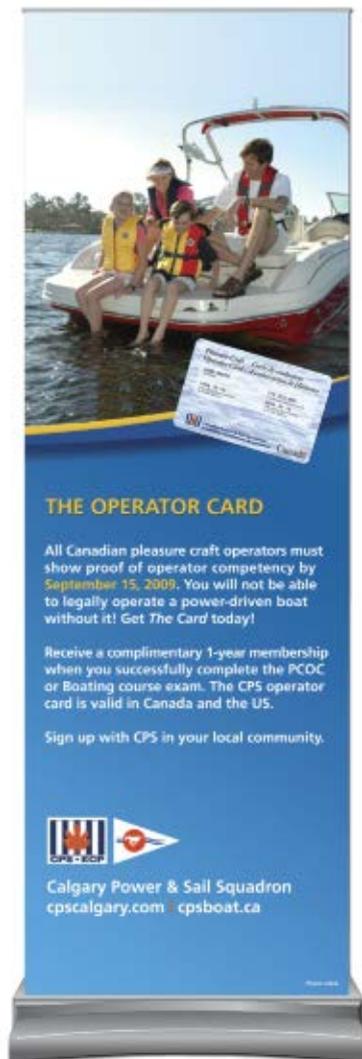
### The Success Criteria will include:

1. The submission must reflect, if applicable, the National Branding of the organization: Logo, Colours, Style, Format, Imagery, and Message.
2. Promotes a vibrant, healthy organization that is relevant to the requirements of the Canadian recreational boating demographics & marketplace.
3. Can be considered a "best practice" that is easily duplicated by other Squadrons & Districts.

In any given year up to 3 awards will be presented at the National Conference. The awards will be Pull-up Banners of the same high quality used in our National Marketing initiatives as seen at Boat Shows and events across the country. The Banners will be customized and personalized with the marketing theme, imagery, message, and contact information for the individual recipients. An award to reward their high performance in marketing with a marketing tool to help continue their success.

On the right is a sample of the award based on Calgary Squadron's initiative to produce a similar marketing tool.

To submit your Marketing "Best Practice" visit the Marketing & Public Relations area in Officers' Web section under Members Moorings.



**THE OPERATOR CARD**

All Canadian pleasure craft operators must show proof of operator competency by **September 15, 2009**. You will not be able to legally operate a power-driven boat without it! Get The Card today!

Receive a complimentary 1-year membership when you successfully complete the PCOC or Boating course exam. The CPS operator card is valid in Canada and the US.

Sign up with CPS in your local community.

  
Calgary Power & Sail Squadron  
cpscalgary.com | cpsboat.ca



Photo: Vanessa Schmidt

# When doing it by the book pays off

**Carol Crooks**  
*Windsor Squadron*

June 18th 2010, was the 38th annual Canadian Club Windsor Invitational Race in Lake St. Clair. The crew of *Private Idabo*, a Beneteau 34.5 was eager to defend their 2009 spot on the Ken Crooks Trophy. On board for the race was Alan Johnson (Captain), his wife Carol Crooks, their 16 year old nephew Nick Crooks, and friends/crew members Alex Baker, Lindie Rudover, and Chris Busch. All were experienced sailors, with Alan, Carol, and Chris, members of CPS.

Alan and Carol had both grown up sailing in the Great Lakes, Alex honed his skills on an Abbott 22 in Lake Huron; Lindie had sailed all over the world on many types of boats, Chris sailed on a tall ship in BC and had recently completed Advanced Seamanship with the Windsor Squadron as well as adult sailing classes at South Port Sail Club. Nick, the newest member of the crew, had learned the ropes from his grandfather and was now cutting his teeth on a larger boat.

While still at dock, Carol went through the safety features

of the boat. The crew smilingly indulged her, knowing that she was going “by the book” even though this information was known to all. However, she was reassured everyone knew where the first aid kit was, how to release and throw the life ring and buoyant heaving line, and that the life jackets were all taken out and readily accessible. The captain had said that everyone was to wear their PFDs at nightfall.

The race started without a hitch and the crew of *Private Idabo* held their own in their fleet. The second leg was a beautiful spinnaker run and the boat managed a steady 7-8 knots with Carol at the helm and Alex trimming the spinnaker.

After rounding R24 in the northwest end of Lake St. Clair, the crew, with a view of the western skyline over Windsor and Detroit, could see a distant electrical storm with flat lightning. A little farther down the leg toward the Thames River mark, the lightning started moving vertically. It was dusk and most of the crew put on their PFDs and grabbed flashlights to check the sails. Carol zipped her new halogen flashlight into her PFD pocket.

Just off Mitchell's Bay with the Thames River mark in sight Chris asked if anyone else could hear the “train” on

shore. Alan and Alex recognized the sound – that of sails ragging to windward of *Private Idaho* – and yelled “SAILS!” Alan called for everyone on deck, Carol got Lindie from below and everyone was on deck when the squall hit. The boat rounded up and buried the rail but Alan avoided a wipe out and Alex released the main sail to allow for more maneuverability. Alan handed the helm over to Carol and all hands went to work to douse and secure the headsail. A jibe was imminent as they were now by the lee downwind. Chris released the jib halyard – it took Alan, Alex, Lindie and Nick to get the jib down. Carol had the helm hard over – and yelled this out so the crew was aware in case of an uncontrollable jibe and told Chris “head down” because he was dead in line with the boom while releasing the headsail. At the same time he also further released the main sheet and traveler completely to stall the boat. Alan and Alex, in the worst possible position, were the only two crew members without PFDs. Fortunately, the sail came down quickly and Alan and Alex, now in the cockpit, got their PFDs on.

The boat was still sailing under main doing 8-9 knots, the crew was settled and in control on the high side and in the cockpit. Alan took over the helm from Carol. They passed a flashing strobe in the water and saw that it was just a light and not a MOB (Man Overboard). Carol called to the crew, “radio channel 16”, and they confirmed a distress signal.

They began discussing reefing the main when they heard “HELP” off the starboard side. Carol unzipped her flash light and scanned the water and that’s when they all saw him and yelled “Man Overboard!”

Carol kept the flash light on him. Alan called out the duties, “sheets inboard, engine in neutral, engine on” and Carol called for the giant strobe light that they had almost not packed. “Drop the main”. Lindie took the light and kept the fix on the MOB. Alex, Carol, and Chris released and secured the main. With the engine on, Alan tried to steer toward the MOB.

Gusts of 45-50 miles an hour and waves of 3-5 feet kept the boat from making any headway. They would have to jibe around and take a different approach. It’s at this time the crew lost the fix on the MOB. “I’ve got him at 10 o’clock.” The light was back on the MOB.

Carol called out, “Starboard side-everyone on starboard side,” as the waves and wind pushed the MOB toward the boat. “Swim.” Alex yelled. Chris got the life ring and heaving line. Carol threw it but the line was tangled and came back. Her second attempt got the ring right in front of the MOB who was yelling “Save me, save me, I’m going to die.” He slipped his arm into the ring and gave up. The only safe place to hoist him at this point was from the transom. The victim had no strength left so Alex, Alan, Chris, Nick, Carol, and Lindie hoisted him aboard. He was not wearing a PFD, and had probably been in the water for approximately 15 minutes.

His face was bloated, his epiglottis had begun to close up, and his belly was distended and full of water, all the signs of near death by drowning. He was flopped onto the floor of the cockpit and wrapped in towels and a sleeping bag, with Lindie and Alex snuggling around him for warmth. They gave him some juice to give him a kick start. Alex (a lifeguard) and Lindie checked for broken bones, cuts, and injuries. They all worked hard to keep him conscious.

Carol was down below on the radio calling out the Urgency Pan Pan message to all stations. She remained on the radio for 45 minutes with the Sarnia Marine Coast Guard and the relay vessel *Carinthia* while the crew tried to get as much information from the MOB as possible.

Eventually, the crew was able to determine that the MOB, whom we shall call Franklin, was off a vessel that had capsized and that three other crew members, also not wearing PFDs, were still aboard.

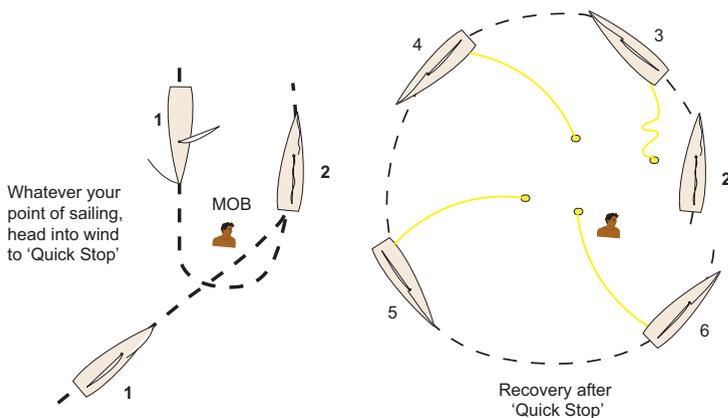
They began discussing reefing the main when they heard “HELP” off the starboard side. Carol unzipped her flash light and scanned the water and that’s when they all saw him and yelled “Man Overboard!”

*Carinthia*, a boat out of Detroit, had stopped racing to assist and had found the capsized boat, staying with it until the Coast Guard dispatched a boat from Thames River and a helicopter from Detroit. They found the three people, two clinging to the hull and one to the mast.

It took three hours to motor to the Windsor Yacht Club. Franklin was sick and exhausted. The crew got him below and into warm clothes while Lindie kept him conscious, got some phone numbers, and called his parents and wife.

They made Windsor Yacht Club at 3:30 a.m. The rest of Franklin’s crew met *Private Idaho* and talked about the storm. Franklin vomited again and Alex told him to find a doctor quickly in case he had water in his lungs. Franklin’s wife arrived. They thanked us all for saving his life, got into the car, and headed home, leaving behind an exhausted and drained crew of *Private Idaho* who were grateful that they were able to save a man from drowning. 🇩🇪

# Tips from the CPS Seamanship Course on Making a Rescue Manoeuvre



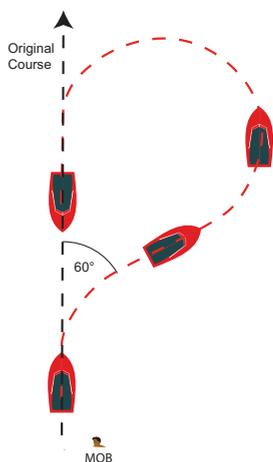
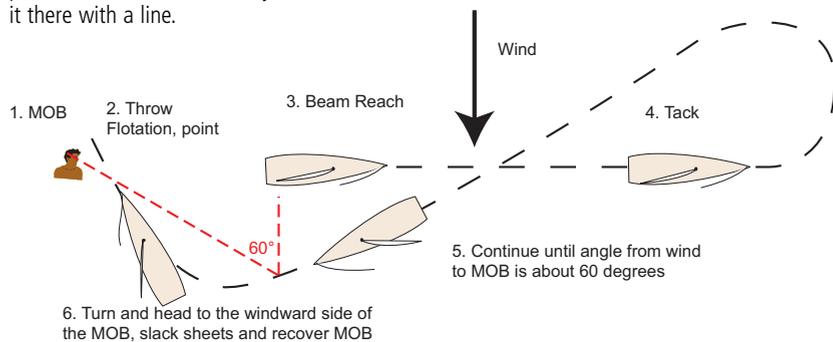
## Quick stop method

Stay near the man overboard and get back quickly under power or sail. To use the 'quick stop' method, turn the boat into the wind, and then circle the MOB slowly. Drag the Lifesling line (if you have one) or other line into the victim's hands. Alternatively throw a line when the boat stops. If under sail, trim the sails tight and don't cast off the jib sheet when tacking or jibing. The mainsheet keeps the boom from banging around, and the backed jib slows the boat and allows quick turns.

## 'Figure eight' manoeuvre under sail

Use the 'figure eight' manoeuvre, which involves a couple of reaches. This method is useful in strong winds because there is no jibe involved. Immediately get on a beam reach and sail for a few seconds. Then tack and reach back downwind of the MOB. Then head up to the victim trailing the Lifesling or throwing a line. As you approach the victim, either luff your sails and approach at the minimum speed to maintain steerage, or heave to. If you heave to after returning to the MOB, the boat will be jogging along very slowly and, in most cases, self-steering so nobody is needed at the helm. To do this on a close reach, trim the jib flat on the windward side and adjust the mainsheet and traveller so the boat self-

steers. In a variation called the 'Rod stop', sail on a beam reach, roll up or luff the jib and push the mainsail all the way out and secure it there with a line.



## 'Williamson Turn' manoeuvre under power

Use the 'Williamson Turn'. Upon hearing the MOB call, note the vessel's heading. Put the rudder over hard in the same direction as the MOB. When clear of the victim, go full ahead with the rudder hard over until you have turned about 60°. Turn the rudder full over in the opposite direction until you are heading back towards the MOB. Several metres from the MOB, take the engine out of gear and throw a line, or lower a Lifesling, to the victim.

Note: In a MOB situation it is essential that the helm be turned in the same direction as the MOB. This turns the stern and the propellers away from the victim. As an example: a vessel doing 10 knots covers 5 m (16 ft) per second, so someone falling overboard from amidships on a 9 m (30') boat will be astern of the propellers within one second.



Sign up for the Seamanship Course this Fall or Winter at: [www.cpsboat.ca](http://www.cpsboat.ca)



# JET SET

Bradley Schmidt

## Learning to Enjoy the Slow Pace... or not?

I write this article after a beautiful weekend of sun, fun, and daydreaming at Restoule Provincial Park, south of North Bay, Ontario. This gem of a park straddles the narrows between two lakes fed from Lake Nipissing, part of Samuel de Champlain's original canoe route. Restoule offers campers and boaters alike the opportunity to enjoy Ontario's wilderness in a variety of ways. Hiking and mountain biking trails abound. Two manicured and buoyed beaches are popular with families, while premium waterfront sites are available, some with their own beach.

The location of this park offers boaters of every kind a wonderland. Canoeists can embark on a 5 day canoe journey retracing Champlain's route. Fishing and boating enthusiasts have two mid-sized lakes to enjoy, with Ontario Parks maintained boat launches and parking areas for each. I have personally had the opportunity to experience the park's waterways three ways: in a canoe, in a jet-boat, and in a 4.5 hp powered dinghy.

The rental canoe was old hat for us, but new for our dog, a pup at the time. After a while the pup got accustomed to the canoe, though her 50 lbs pacing from end to end and side to side took us a little longer to get used to. We canoed from Restoule Lake up the flowing and shallow river, portaging where necessary, and into Stormy Lake. We found a deserted island for lunch and let the dog run. We got our money's worth from the day-long rental, retracing our steps and returning to the site just in time to return the canoe.

A couple of years later the dog was grown up and so was our taste in boats. We had upgraded to a 90 hp jet-

boat. The weather wasn't perfect that year, but it didn't deter us from playing in the deep water of Restoule, running the 9 km stretch into town a couple times for pizza. Had weather and time allowed, the tube or skis would have seen some use. The drizzle seemed to clear in the evenings and some of our best sunset photos were taken during evening cruises in the jet-boat.

That boat is long gone now, replaced this year with a small dinghy and the 4.5 hp outboard I wrote about in the last Jet Set. I had to set my sights differently this time. A 9 km run into town wouldn't be possible, nor would big waves, tubing, or a dry ride. The wind was perfect for sailing this week, but a little much for our small dinghy. The slow pace allowed us to explore the shoreline much the same as when we first canoed on the lake. The dog, a little greyer in the muzzle this year, must have remembered her days as a puppy – leaping out of the boat at a lily pad with a splash! An evening cruise offered flat water and netted some more sunset photos for the archives. Had the fishing rod not broken on the way up I could have dropped a line that evening while I reflected on the experiences I've had on that lake.

Each of my experiences holds its own place in my memory, and everybody will have their own favourite. I really tried to appreciate the slow pace, the scenery, the put-put-put of the outboard this weekend, and the evening cruise really was serene. I have learned to appreciate the call of the loon, the birds chirping, and the persistent sound of waves lapping on the shore. But at heart I am a member of the Jet Set, in more ways than one. I wonder if next year I will join the other fun-seekers on Restoule behind the controls of a PWC?



Canoeing with the pup



Restoule sunset in the jet-boat



Exploring in the dinghy



# Strange weather, water levels, and safe boating

**Joan Eyolfson Cadham, S**  
*Saskatchewan Squadron*  
and  
**James Hay, JN**  
*Lake St. Louis Squadron*

Photo caption: Strange weather patterns? Last summer, Saskatchewan had tornado warnings as a regular occurrence. This one, photographed from Tuffnell, Sk., carrying 300 km winds cutting a 50 km swath, and on the ground for 30 minutes, devastated rural Raymore and the Kawakatoose First Nations. Photo by: Joan Eyolfson Cadham, S.

While some parts of the country struggled with record rainfall this past summer, others wondered where the water went, and boaters were left questioning what the future holds.

By July 2010 in flat-and-dry Saskatchewan, 27 villages and towns and 39 rural municipalities, had declared official disasters as a result of heavy rain. One example: during a 45 minute deluge, an area in the Parkland region of the province, received 4 ¾ inches of rain and six inches of hail in 40 minutes, turning the normally placid local creek into a raging two-foot wall of water that took out trees and culverts.

The June 23 Saskatchewan Watershed Authority report on the province's recreational lakes read: "The high inflows to Lake Diefenbaker are bringing significant quantities of floating debris into the lake. Lake users, especially boaters, should be aware of the debris and should be extremely cautious when navigating the lake. Good Spirit Lake is believed to be close to its flood peak. Fishing Lake is not expected to



Water levels have dropped in Lac St-Louis (Montreal.) The exposed shale was recently water-covered. Photo by: James Hay, JN

peak until at least next week. The Fishing Lake peak water level is expected to be about 10 cm below the 2007 peak level, which is the recorded maximum water level. The greatest concern at these water levels is the impact of wave action. Winds from critical directions can cause wave run-up exceeding 0.6 m. Flood protection works need to be able to withstand the wave run-up and wave energy.” Through June and July there was no cessation of weather warnings for thunderstorms, rain, hail, high winds and tornadoes, and water levels continued to creep upwards.

Meanwhile, halfway across Canada, the water levels in Montreal Harbour, the Seaway and the Great Lakes were significantly down.

By the beginning of May, the St. Lawrence Seaway had to reduce maximum permissible draughts of ships using the waterway. The International St. Lawrence River Board of Control was trying to increase water flows on the St. Lawrence River. However, that was having an effect on water levels on Lake Ontario. By July 1, the water level bulletins registered Montreal Harbour as 0.1 metre below chart datum.

A spokesperson for the Canadian Coast Guard operations in Quebec issued a warning to seasoned recreational boaters. “It is necessary to check the latest data available on water levels and to update the marine charts that are used for navigation,” said Nathalie Letendre.

If boaters were finding more rocks, the blame went to the unusually low snowfall during the winter of 2009-2010. Because the water levels were so low on Montreal’s Back River, some municipal intakes are virtually sucking mud. Municipalities are having to give serious consideration to dredging waterways where the filtration plant intake is located, which might also have an effect on overall water levels.

What is the long-term implication for recreational boaters? Thirty years ago, scientists said that climate change would bring weird weather, violent storms, and changes in weather patterns. Natural Resources Canada online states: “Climate change is more than a warming trend. Increasing temperatures will lead to changes in many aspects of weather, such as wind patterns, the amount and type of precipitation, and the types and frequency of severe weather events that may be expected to occur.”

Michael George, a Hudson, Quebec boater, has seen water levels drop. “There’s not enough water,” he says. “Lake of Two Mountains is very low. It’s getting serious.” He also believes that forecasts can no longer be entirely trusted. “You have to assess the situation before you set out. Check all the weather services, even if they are not accurate. And take the CPS Weather Course. That’s a given,” he said. 📖

# PREVENTIVE MAINTENANCE, END OF THE SEASON TIPS



Disconnect the battery



Completely drain or fill fuel tanks to 95% capacity and add fuel stabilizer



Check all safety equipment and replace any faulty equipment

## **John Gullick, Manager of Government & Special Programmes,**

We as boaters should also be mindful of preventive maintenance. Certain tasks are best carried out before the boating season starts and others when the boat is being prepared for winter storage. In addition, routine maintenance carried out at regular intervals during the season will help avoid trouble and add to a safe and enjoyable boating season. Nothing can be more frustrating than a simple breakdown that could have been avoided by some proactive attention.

To ensure that all required maintenance tasks are undertaken, every boater should prepare and then follow a check list and schedule that will meet the requirements for each individual boat.

Here are a few examples of specific items that should be given attention in the fall when laying the boat up for winter. These tips are taken in most part from Canadian Power & Sail Squadrons Boating Handbook – Boat Pro.

### **The Hull**

The hull should be checked for damage and leaks. When storing the boat for the winter, the outside should be washed with fresh water and an environmentally friendly detergent to remove tar, oil and algae. The bilge should be inspected regularly to ensure there is no fire hazard from oil and grease. Any water should be removed.

### **For Wooden Hulls**

Clean, check for rot and damage, then repair, sand, re-caulk and paint. Remember that in the spring a planked boat that has been allowed to dry out should be put in the water, but not used until the wood has had time to swell. If this precaution is not taken the boat may leak very badly and sink.

### **For Fibreglass Hulls**

Check for delamination (the separation of fibreglass layers) and for osmosis (surface blisters caused by water absorbed through the surface into the fibreglass). Repair as required, sand and paint.

### **For Steel Hulls**

Check for rust and damage. Repair, if necessary, then sand and paint.

### **For Aluminum Hulls**

Check carefully for the appearance of white powder patches which are a sign of deterioration. Any such patches should be sanded and painted.

### **Engine**

The engine(s) should be carefully drained of any water and antifreeze added if appropriate. Oil should be changed before storing the boat. The lower unit should be drained and refilled with fresh oil prior to winter storage. If this is not done, water that may have seeped in during the summer can freeze and split the casing. Removing surplus grease and oil from the engine will reduce fire risk.

### **Fuel Tanks**

These should be completely drained or filled to 95% capacity to reduce condensation build up. Try to use fuel that does not have an ethanol additive.

### **Trailer**

All nuts and bolts holding the rollers and the adjustable couplings should be checked for tightness.

This is a good time to check that the safety chains are



Grease wheel bearings by removing the cap



Fill bearings with grease by using a grease gun



Make sure bearings are well packed with grease



Make sure wheel bolts are tight



Raise each wheel and spin to check for any grinding sounds, which could mean you need a new bearing



Check all safety equipment and store in a dry place

not worn or distorted and the lights are functioning properly. Tires should be inflated to the manufacturer's recommended pressure. Inspect wheel bearings prior to winter storage and repack if they have been submerged in water. You might want to block up the trailer to prevent flat spots on the tires. This also eases the load on the springs and bearings over the winter.

### Other Equipment

All equipment, including dock lines, anchor lines, safety equipment, lifejackets and PFDs should be cleaned, checked, replaced as necessary and stored in a dry location. Sails should also be checked, especially the seams, then stored in a dry location.

This is also a good time to check all nuts, bolts, and hose clamps for tightness. Where navigation lights are fitted, the wiring should be checked and bulbs replaced as necessary.

The battery should be disconnected and kept charged. The liquid levels should be checked, the terminals cleaned, and then the battery stored off the floor in a dry location. The level of charge should be checked at least once over the winter and recharged if necessary.

### Storage

If a boat is stored under cover for the winter, it will keep cleaner and be less exposed to the weather. It should not be

sealed up tight but should be well ventilated to prevent mildew and rot. Small boats that are stored outside should be turned upside down so they do not fill with snow or rain and should be raised off the ground on blocks to allow for drainage.

Here are a few Green Maintenance Tips to think about next season:

- Keep your bilge clean and do not pump oily water overboard
- Use bilge sorbents in place of detergents
- Bring garbage home and do not litter
- Use detergents sparingly and when you do, use Eco rated products that contain no phosphates
- Clean up all spills immediately and properly dispose of all cleaning materials
- Use only paints approved for marine use and clean up all materials from sanding or scraping
- Report pollution when you see it to a Government of Canada pollution prevention officer. The Transport Canada Safe Boating Guide contains a list of telephone numbers

Remember: a well maintained boat is a safe boat. 

# BOOK REVIEWS



**Nelson & the Age of Fighting Sail**, Oliver Warner Consultant, Fleet Admiral Chester W. Nimitz, U.S. N.1963, American Heritage Publishing Co. Inc., Library of Congress Catalogue Card No: 63-10165

Books you've had for years are like old friends. When you re-read them it is as though you've never been apart. I was spending a day alone aboard my 22' Rosborough Sea Skiff. I had elected to miss a meeting that I knew was going to be angry and badly run - not good for my blood pressure. My mate Sue wanted to attend so, on a beautiful Sunday morning, rather than go out, I decided to find something in "Surprise's" small library, have a read and snooze aboard.

I picked up "Nelson & the Age of Fighting Sail," published in 1963. We had been married for just three years when Sue's dad gave me the copy of "Nelson" after we helped him bring his new Hatteras 41 from New York to Montreal. Like many books in our libraries, this one carries memories.

And what a wonderful book and

how relaxing it is to be carried back to the age of "wooden ships and Iron men." While a gentle rain is falling, I'm snug in the cabin, and a Mozart Clarinet Concerto plays on my old fashioned tape deck.

The book begins with "Horatio Nelson first came under fire when he was sixteen - as a midshipman aboard "Seahorse," a frigate in the navy of Great Britain's King George III." One hundred and fifty pages, wonderfully illustrated, a simply written but arresting text, the book carries you along with the young Nelson until, just short of 21, he was made "post" - a captain in the Royal Navy.

The book tells you as much about Nelson, his early marriage, later passionate affair with Lady Hamilton, his ships and battles, culminating in Trafalgar, as it does about the navy of his time. For me, the combination was irresistible. The politics of the navy and the age, the pictures of ships, drawings of their deck layouts, the living conditions of ordinary seamen compared to the relative luxury of the captain - all

are presented so well that the reading is a joy. In this one small book we're led to understand how and why wars were fought at sea, what the people were like who fought them, and the ships themselves. The chapter on the "Victory", only nine pages, is a sheer delight for anyone who has never read about these great "sailing fortresses".

This book has been out of print for years - if you can get a copy on eBay, buy it.

-Dennis Dwyer

**Great Voyages in Small Boats - two editions, Solo Transatlantic**, 1982, ISBN 0-8286-0086-6, and **Solo Circumnavigation**, 1976, ISBN 08286 0079 1, both published by John de Graffe Inc, New York.

The perfect pair for the armchair sailor who is not going on a winter cruise, these books, too, might be worth an Internet search. All the best ones in two solid volumes. Joshua Slocum, *Sailing Alone Around the World*, Vito Dumas, *Alone Through the Roaring Forties*, John Guzzwell, *Trekka Round the World*. The one woman, Ann Davidson, *My Ship is so Small*, David Lewis, *The Ship; Would Not Travel Due West*, Hannes Lindemann, *Alone at Sea*. Maps, photos, sketches. A memorable quote on every page: "The imagination plays extraordinary tricks on tired ears; the breaking waves shouted, praising or cursing me. They whispered and talked to each other..."

-Joan Eyolfson Cadham, S

Send your review to:  
[theporthole@cps-ecp.ca](mailto:theporthole@cps-ecp.ca)



# JUST ASK JOHN

John Gullick, CPS Manager of Government & Special Projects

To view John's FAQs visit [www.cpsboat.ca](http://www.cpsboat.ca) and click on Boating Resources

John Gullick fields many of the calls for information that come to CPS Headquarters in Toronto. He has agreed to share some of the questions and his responses with you. Should you have questions for John, send them to [theporthole@cps-ecp.ca](mailto:theporthole@cps-ecp.ca) and we will pass them along.

**Q:** I hear there are a number of changes coming from Transport Canada that will affect the Pleasure Craft Operator Card programme. Is that true?

**A:** Yes, we expect a number of changes to take place this fall. Here are comments that were recently made by our Chief Commander Mal Blann:

“For many years CPS has promoted the need for the Pleasure Craft Operator Competency (PCOC) program to include more comprehensive information, tougher exams, a mandatory education component, and tougher controls. Transport Canada (TC) has now substantially improved the accreditation requirements for Registered Providers to include a TC approved mandatory training manual covering 256 knowledge requirements (up from 149), a National Card Database, Official Language requirements, and Quality Management System. TC is also implementing more stringent protocols for online testing which includes mandatory education modules based on an approved manual and new 50 question exam similar to what CPS has been using (vs. 36 currently used by other providers). Some Registered Providers are now withdrawing from the program.

We expect to confirm CPS accreditation and initiation of related online testing by the fall Conference. PCOC is here to stay and we welcome the enhancements to the program. While the PCOC from CPS will still not be fully adequate for every recreational boater, it will be for many and will provide a good base for further education for all.”

Here is a bit more information about Mal's comment on the more stringent online testing protocols:

For online testing a person will no longer just be able to challenge a test. They will have to log on for a defined period of time and go through a series of learning modules.

At the end of each module they will have to answer a short quiz which they must pass before they can go on to the next module. When they have successfully completed all the modules they can then challenge the 50 question test. Can people still cheat the system? Yes, but it will be much harder to do and there will be much more learning going on and that is what is most important. Transport Canada has just field tested a number of new tests in both French and English and is in the process of refining them. The new CPS course has just about finished its final review and we expect the new national PCO Card data base to be functional later this year.

All in all a number of welcome changes.

**Q:** I was pulled over by Police and had a safety done on my boat, (21ft Cuddy ). I was told that I must have a marine chart of the local waters as a requirement and that he could issue me a ticket if I don't have one. Is a chart a requirement now?

**A:** Carriage of up-to-date charts have always been a requirement. Unless you can show that you are boating in an area that is familiar to you, the waters near your cottage for example.

This requirement is covered in the Safe Boating Guide issued free of charge by Transport Canada. It is also covered in our course material.

**Q:** Must you carry the original of your Boating Licence and PCOC or is a good quality colour copy acceptable?

**A:** You must carry an original PCO Card but the last time I asked the head of the OPP marine units I was told that a good copy of the vessel licence is acceptable. The vessel licence is the certificate that goes along with the numbers on each side of the bow as required if the boat has a motor power greater than 9.9 hp (7.5 kw).

**Check out John's YouTube Boating Tips at:**  
<http://www.youtube.com/CPSECP>



Photo: Vanessa Schmidt

**James Hay, JN**  
*Lake St. Louis Squadron*

You know it's true. Canadians are always talking about the weather. It's the one thing that connects us. If it isn't the weather then it's the effects of the weather. Water levels and weeds come to mind.

We're all used to the vagaries of changing water levels - tides, spring flooding or just the usual variations in the level of our lakes and rivers caused by precipitation, or the lack of it.

George knows that the weeds which we encounter on our inland waterways are relatively easy to deal with. You just go around them, right? After all, you can see where they are growing. That probably explains his propensity for crossing the large shallow areas on the lake and then wondering why his propeller has acquired a crop of plant life which any farmer might envy.

Of course if the water is high the rocks all disappear - but so does the shoreline. That's not always good and you do have to watch your wash. Low water is another story. Some rocks become visible, others are easy to identify by the birds sitting on them and still others are lying in wait for any unsuspecting propeller.

The rock pile across the bay is a classic example. As the water rises, it shrinks but as the water falls it grows and gets hungry. There is a morbid fascination when watching a boat heading on a course which you know will lead to a problem. As you watch the boat approach you wonder if it is going where you think it is. Then you slowly realize that if the skipper doesn't do something he may have a problem and then BANG. You see the motor kick up and the driver

looking over the side to see where the rock was. As the boat limps away you can almost see the rock pile adding another notch to its belt.

It's interesting to watch boats avoiding the upstream side of islands where there tends to be a spit of rock running out from the island. The birds standing on the water should be a clue but, of course, there is always someone who will cut closer than prudent. There was even one island where there was a private buoy to mark the shoal but every so often you'd hear the familiar thunk and racing engine heralding yet another boater taking a short cut which he should have avoided.

Those short cuts can get you. George has admitted that he really should pay more attention to where he's going. He had checked the chart. I mean, he knew that there were rocks between a particular island and the point of land and he knew that the water was low. He still doesn't know why he decided to pass between them. The results were predictable - first a sort of chattering as the skeg of his motor was hitting a few deeper rocks and then some more angry sounds as the rocks grew shallower until the prop hit a rock and then there was silence.

There's nothing quite like the long trip home, or to the marina, on the end of a tow line to give you time to think about mending your ways in the future and contemplating the repair bill. Maybe they should use some tax money to put in more buoys... or maybe George thought, he should update his charts. 



### ◀ Soft Shell Jacket

Water-resistant lightweight shell with reflective piping on front and back, and mesh venting in upper back. Pockets with zipper closure, with port access for earphones.

Men: navy, black (pictured), blue  
Women: vibrant sky, black, red

**Price: \$63**



**Stainless Steel Water Bottle**  
**Price: \$9.50**

### Striped Polo Shirt ▶

3-button Striped Polo Shirt is lightweight, featuring moisture wicking, antibacterial treatments, and UV protection. 85% Polyester, 15% spandex.

**Men's Price: \$25** Available in Navy only

**Women's Price: \$20** Available in banana (pictured), pistachio, beige, and black



### Fleece Scarf and Mitt Set

Soft, light and incredibly warm, this fleece set has a non-pilling insulating layer for additional protection from the elements. Available in maroon (pictured), black, charcoal, red, alpine green, navy, and royal blue.

**Price: \$22**



### ◀ Women's Track Suit

This two-piece track suit is perfect for casual comfort. The jacket has a full front zip closure, zip closure front slit pockets, applied 2-stripes down sleeves, ribbed cuffs and hem. Pants have an elastic waistband, drawstring tunnel, zip closure front slit pockets, 2-stripes of piping on both legs, and ankle zippers. 100% polyester tricot. Machine wash.

Available in Lake Blue (pictured).

**Price: \$45**



Photo: Vanessa Schmidt  
Mazinaw Lake, Ontario

# Everyone Can Do This...Do It Now!

**EVEN IF YOU DON'T KNOW** which end of the screwdriver to use, you can do this do-it-yourself project...because it's all just observation.

To guide that observation, we have created a handy checklist to do yourself before you store your boat. Download it at [www.canadianyachting.ca/how-to-diy/maintenance/winter-checklist/](http://www.canadianyachting.ca/how-to-diy/maintenance/winter-checklist/)! Anything that does not seem right, or that does not function well, is potentially a future problem.

You know what that means – possible repairs during high season. If the coming summer is anything like the summer of 2010, you won't want to miss a single day

on the water!

Also, we have some insider knowledge to share.

We know that there is a shortage of master technicians now, and that the shortages of all marine technicians will become more acute as the baby boom generation retires.

You probably knew that this is a significant demographic issue for many professions all across Canada, but with the most successful retiring boomers dreaming of time on their boats and at their cottages, the need for marine technicians is increasing rapidly. Complicating matters, boating remains largely a seasonal activi-

ty and the short season makes every boating day that much more precious while that same seasonality makes it more difficult to attract top technicians into boating. Like everyone else, they need year-round employment and a reasonable income.

The solution lies with you, the boating enthusiast. Instead of waiting until the early days of next season to repair that shifting problem, install the new navigation equipment, replace the torn canvas...or to address whatever needs your boat has, do it this winter!

The following checklist is intended to be a reminder list to guide you through a process of self-evaluation on your boat. It assumes that your boat is middle-aged and that it has not suffered any major damage. It applies to both power and sail boats. It is general and covers ordinary maintenance but your boat may need specific repairs.

Try to think back to any breakdowns, accidents or malfunctions and list those in detail.

#### Otherwise, start here, drive your own boat and as you go, fill in this checklist:

Did you experience any general mechanical trouble through the summer?

- ◆ difficulty in starting
- ◆ difficulty idling
- ◆ difficulty shifting gears
- ◆ tightness or looseness in the steering
- ◆ other complaints
- ◆ is the power trim working quietly and effectively
- ◆ does the boat experience excessive steering torque to either side
- ◆ is there any unusual vibration or roughness
- ◆ does the engine reach maximum RPM
- ◆ can you detect any smell of fuel
- ◆ is there excessive exhaust odor or smoke

#### Consider these engine related aspects:

- ◆ is your current propeller (or propellers) in good condition?

- ◆ do you have spare props
- ◆ do you have the equipment, parts and knowledge to change a prop
- ◆ check the water intake and impeller, replace older parts
- ◆ in the case of the inboard engines, check the shaft alignment, stuffing box and packing nut
- ◆ have you always got water in the bilge
- ◆ is the bilge oily
- ◆ when was the bilge pump last replaced
- ◆ is your bilge pump big enough
- ◆ check and replace the gearcase or lower unit lubrication for sterndrives
- ◆ do an oil and filter change before storage
- ◆ ask the marina to fog the engine for storage
- ◆ ask the marina to run fuel stabilizer in the engine while it is still running

#### At the helm, check the switches, breakers and specific functions:

- ◆ is your bilge blower functioning
- ◆ are all instruments functioning with reasonable readings
- ◆ is your fuel gauge accurate
- ◆ are your running lights functioning
- ◆ is there any evidence of loose or hanging wires anywhere on board the boat
- ◆ how old are your batteries – will they pass a load test

Electronics and navigation systems are sometimes critical to our safe return home. Strive for a set of equipment that is all compatible for maximum

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There are some things in life you can plan for, and there are some things you can't. At Aviva, we want to make sure you've got the coverage you need. That's why we and our broker partners work hard to really get to know our customers. By understanding the unique needs of boating enthusiasts like yourself, we can create a plan that fits your situation. For more information, talk to your Aviva broker today or visit [avivacanada.com](http://avivacanada.com).

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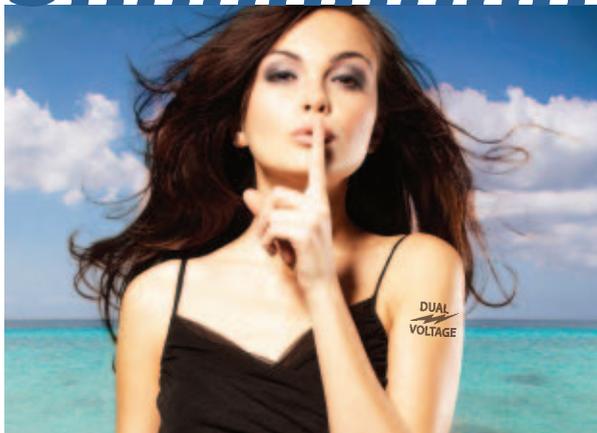
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## DO IT YOURSELF

functionality within your budget and needs.

### Consider these basic questions:

- ◆ are you planning to install new or upgraded electrical systems
- ◆ particularly, are your shore power cables in top condition
- ◆ have the zincs been replaced recently
- ◆ has your electrical ground strap been checked recently
- ◆ does your navigation system meet your needs
- ◆ is the screen easily read in detail
- ◆ are your GPS and sounder system parts in good condition
- ◆ for navigation, are your charts and cartography up to date
- ◆ should you add an autopilot system
- ◆ are your battery charging needs being met
- ◆ have you considered solar chargers
- ◆ is your inverter suitable to your power needs like TV's or your notebook

### Try to see it with fresh eyes and take a critical look around the interior:

- ◆ are all of the seats strong and secure
- ◆ is the upholstery damaged or wet
- ◆ is there any evidence of sponginess or rot in the floor
- ◆ is there a smell such as dampness or mildew
- ◆ does the fresh water tank deliver fresh tasting/smelling water
- ◆ is the head functioning effectively
- ◆ is there a holding tank smell

### Exterior features are important too:

- ◆ does your boat have a boarding ladder
- ◆ could a man overboard access and use the ladder
- ◆ is there a functional spotlight
- ◆ are all cleats secure
- ◆ is the boat properly equipped with fenders
- ◆ are your mooring lines in good condition
- ◆ is the varnish or paint beginning to deteriorate
- ◆ out of the water, does the fiberglass show evidence of osmosis
- ◆ does there appear to have been any collision damage
- ◆ are all pieces of the canvas and windows present and in good condition

### Don't forget the safety equipment:

- ◆ are all the safety items required by the Canadian Coast Guard onboard your boat
- ◆ do they meet the current requirements
- ◆ are the flares fresh
- ◆ is the sound signaling working and so on.

Before putting the boat into storage, list any personal items that you plan to leave onboard and share the list with your marina before you leave the boat.

Do not be afraid to treat any good quality dealer as your partner in boating enjoyment. They will be grateful for your winter work but honestly, they would prefer not to have your emergency breakdowns in high season, any more than you want them. Now is the perfect time to secure a happy and trouble-free 2011 boating season. 🐾

# CYA: Working for You

In one way or another, the Canadian Yachting Association touches the lives of everyone who sails in Canada.

Through our network of volunteers, members, partners and affiliates, we're your

- coach • instructor • camp counsellor • team manager • racing official
- club • provincial sailing association • Olympic sailing team manager
- international sailing representative

Explore the full scope of CYA activities at [www.sailing.ca](http://www.sailing.ca)



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# Rigged to Run Hard

## Engine Room Ideas and More

**WE RECENTLY** spent time aboard a 54' Bertram called the Maple Leaf and the boat's owner made a great comment about his boat. He said that he has not fixed up a used boat; his boat is in the process of 22 years of constant improvement!

I loved that attitude. Bertram's 54 was designed and built as a sport fishing yacht and the only real advantage of moving to a new boat would be that it was new. The Bertram 54 is a recognized classic tournament boat and Bertrams the world over have earned an enviable reputation in competition.

The Maple Leaf has made an annual visit to the Bertram yard in Florida where it was maintained at peak condition and improved wherever the owner and his crew could improve it, especially in terms of being reliable, safe and most of all, durable. This boat is fished 12 months a year and the owner is rarely away for more than a few weeks at a time. Fishing trips and long-range cruising can bring you face-to-face with ugly weather and the boat has to be ready at all times.

Here our owner shares a few of the best engine room and rigging tricks he has learned after thousands of hours of running. We hope you find some useful for your boat!

**1.** To give you a size comparison, Captain Ricardo Eldon is at the forward bulkhead in the Maple Leaf's engine room. Notice the full set of engine instruments on each of the Caterpillar Marine diesel engines. Each is monitored by a zoom lens video camera. Captain Rick can view each camera feed check on the Furuno NavNet3d screens at either helm. These provide a backup to the helm instruments. Also notice the substantial shop type tool kit behind him and the three ceiling lights. More lights are always better!



**2.** Here is one of the three video cameras in the engine room. We love the idea of video monitoring your engine room. Especially during a long hard run, it's very reassuring to look down there and make sure there's no oil spray or smoke. Also, it enables you to see that no piece of equipment has come loose that could interfere with the engines.



**3.** This is a full engine room but among the many things in this picture is another light (in the aft starboard corner). A Firebouy fire suppressant system by the door and a shelf over the Charles inverter carries a special pneumatic door system. A button-press opens the sliding cabin door or closes it using air pressure. In rough weather, you can hang on to something secure and stand back while the door opens or closes, eliminating the chance of accidentally slamming your own hand in the heavy door.

**4.** You can barely see it mounted behind the engine's turbo but an Arid Bilge system has been installed. This system uses a series of small tubes running to places like the stuffing boxes where they slowly draw any drips or moisture away. The owner was skeptical when he first installed it, but now feels it does keep the bilge dry and eliminates odours, making a great contribution to maintaining the boat.

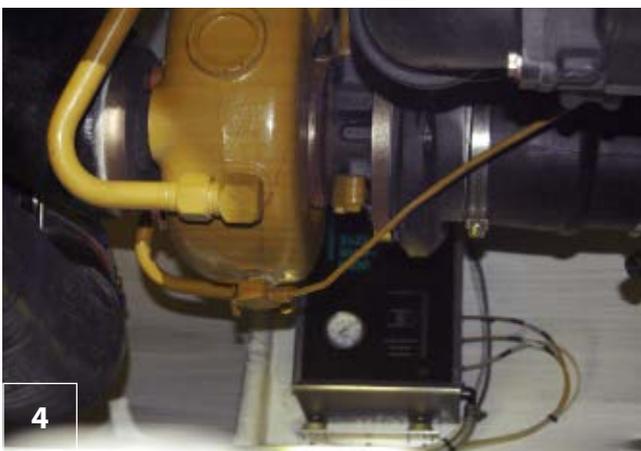
**5.** This picture shows several important ideas. First, the camera in the foreground can be turned and zoomed to scan this whole area. On the left if you look closely, you'll realize that the engine



room ceiling is mirrored. Carefully placed polished steel is fire-proof, unbreakable and enables you to see the top and far side of the engines that you cannot reach without removing the salon floor. Also notice another excellent improvement; there is a padded edge covering over the entrance to the engine room hatch, preventing people from hitting their heads in rough weather. Every boat needs that.

**6.** As long as you are detailing your engine room this winter, how about some other ideas? This is a great example of solving a problem that you learn about after going cruising. A wine rack in the central companionway has been fitted with a snap-on clear plastic cover. You can see what's in the rack, but the cover keeps the bottles in their slots instead of on the floor after rough ride.

**7.** Many boats have space up high. In this case, when the owner refitted the Maple Leaf with a double-door, stainless steel refrigerator, there was room for a pair of drawers above. The obvious problem would be knowing what was in the drawer above your

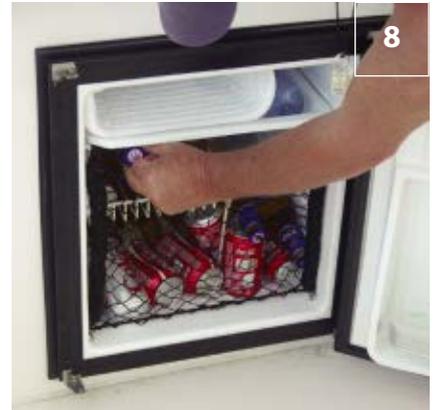


## ENGINE ROOM

head! The solution was to give the drawer a clear Plexiglas bottom. Now you can see the contents easily, to reach over and get something out of the drawer. Also notice the hooks the owner added to secure the refrigerator doors during hard running.



**8.** On the flying bridge is this handy little refrigerator built into the forward cowling. The problem was that after even a few minutes in the ocean at speed, when you open the door, all the cans of pop dump on the floor. One could even roll down into the cockpit and hit somebody.



The owner's solution was to install a cargo net with elastic sides allowing him to remove contents easily while keeping everything in place.

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**9.** Companionways are often tight but there is still useful space. Years of cruising experience has resulted in the following improvements; bungee cords to secure the three drawers, a handy group of hooks for the many different keys needed to run this boat and a Furuno repeater for the autopilot with speed and course data. 🐭

# Adding a 12-Volt TV and DVD

**AS GRAHAM TOMS** at Payne's Marine Group points out, more and more boats are being used as cottages and the owners expect all the comforts of home including, of course, television.

Sea-faring TVs have become very popular in recent years because the new flat screen technologies enable people to install a television where previously the depth and sometimes the weight, simply could not be accommodated.

Then, there is the issue of electrical power. Unless your boat is large enough to have an onboard generator that you want to have running while you are watching TV, or you have an inverter sys-



*This handsomely styled 22-inch television includes a 16:9 aspect ratio widescreen with 1080 pixel high definition. It operates on only 12-volt and is very lightweight. The oval-shaped base is removable so you can bracket mount it.*

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*Majestic's compact power boat television antenna is shaped like a UFO and has the antenna amplifier built into the unit rather than on the television. This results in a cleaner signal.*

tem to step up your 12-volt DC system to 110-volt AC, normal household TVs cannot be used.

If using a household TV, there's a good chance that the components themselves are not designed to withstand "dirty power" or voltage fluctuations. Almost all North American homes have very "clean" 110-volt AC electrical power coming into the home. By "clean" power, we mean 60 Hz electrical power that runs on a true sine wave – nice, steady power delivery.

Typically, inverters don't produce such clean power unless they are the higher end units. Inverters from companies like Canadian producer Xantrex do produce a true sine wave, but you do pay for this quality.

Also, the power on the docks is sometimes poor quality. Rural power systems with old cables, old connections and wide fluctuations in power demand within the marina itself can result in a fluctuating 110-volt AC power supply that's very hard on a conventional television. Compounding the issue, your household television warranty may be voided if the TV is not actually used in a home.

The solution for your boat? Payne's Marine Group is now bringing the Australian-made Majestic line of 12-volt DC televisions and DVD players into Canada. Majestic was launched as a business just a few years ago when Tony

Munro discovered the market demand for a true marine or RV-type TV that was specifically designed to run on 12-volt DC power. Since their introduction, these units have been so successful that they are now standard on many new boats and Majestic covers them by a full three-year warranty.

This is good news for any boat owner and especially for those with trailerable express cruisers and smaller keel boats where 12-volt DC is all you have and where total power is limited. 110-volt AC power from an inverter for a flat screen TV draws 8-10 amps compared to the Majestic 12-volt DC which draws as little as 2 amps, or 4 amps if you include the power consumption of the DVD player. In addition, these units can tolerate a voltage range of 9-26 volts DC.

Majestic is now making widescreen 15, 19 and 22 inch TVs. The 19 and 22 inch models include an internal DVD player. All models are high definition with 16:9 aspect ratio screens and include ATSC HD Digital and an analog tuner. Auxiliary inputs include Composite Video, HDMI, S-Video, Component, VGA, and PC audio, making them potentially useful for displaying many of your electronic devices.

The sets come with a remote control 12-volt DC power cord, and 110-volt AC adapter. The weight of these super light TVs is not much more than half of some

competitors, 5.3 kg including the stand for the 22-inch model.

The most popular mount for the television is the ARM2502 model that has an adjustable swing arm which includes an internal cable track. It's beautifully made of cast aluminum with enough strength to manage the 22-inch model mountable on a bulkhead, side panel, or almost anywhere in your boat.

Majestic offers two antennas – one for power boats and one for sailboats. These 28 dB gain antennas have the amplifier in the antenna rather than at the television, thereby reducing the potential for interference picked up through the cable. This produces a very clean signal.

Majestic also offers its DVD 5700 which is a multi-function stereo system featuring DVD/CD/MP3/MP4/VCD/Divix playback, AM/FM radio, full fader/balance control, and includes infra red remote control. Again, this unit supports a wide range of inputs.

Outputs include two video, one audio and 4x45 watts of output power. It can also be used in conjunction with any television for DVD playback and home theatre sound.

Majestic provides a range of low profile speakers that are more easily mounted too.



*The optional cast aluminum bracket holds your 12-volt television securely and adjusts through a wide range to achieve the best viewing angles. The wiring is cleverly run through the bracket, keeping the interior of your boat less cluttered.*

Although originally founded in Australia and with customers on five continents, Majestic is now based in Florida to meet the growing demands of the North American market.

The suggested retail prices are \$420 Canadian for the 15-inch model, \$599 for the newly introduced 19-inch model and \$699 for the 22-inch model. Graham

claims they all deliver outstanding picture quality.

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# The Glass Helm

## AIS for Every Boat

**ALTHOUGH THE** Automatic Identification System (AIS) isn't new, the importance and functionality of AIS for pleasure craft may well drive dramatic growth in the coming years, so we have chosen AIS as Part 4 in our Glass Helm series. There are many reasons why.

First, there are two versions of AIS: 1) a receive only system; and 2) a Class B transponder which both sends and receives. While being able to receive AIS information has great benefits for smaller vessels, future security and vessel traffic requirements may drive the requirement to have a full send/receive system to operate in busy coastal areas and inland waterways – anywhere there is commercial shipping or border security concerns.

We contacted Roy Shipley at CMC Electronics Esterline and asked his opinions about AIS. "I doubt that more than 5% of pleasure craft are currently AIS-equipped," Roy told us, "but it could become mandatory for specific areas, especially under the Homeland Security programs."

Roy explained, "AIS transmits an MMSI (Maritime Mobile Service Identity) number on a continuous basis. You get your MMSI number and registration from Industry Canada at no charge. The form is online and the information is the same as for DSC (Digital Selective Calling) for your VHF radio so many people are familiar with that."

By being able to read the MMSI information, smaller vessels with basic chart plotter navigation equipment can benefit



*Suitable for smaller pleasure craft, the Raymarine AIS250 Receiver module is a "listen only" AIS receiver that integrates with your existing VHF antenna using a built-in VHF splitter. It interfaces with most Raymarine multifunction displays, allowing AIS targets to be graphically overlaid in both the chart plotter and radar modes.*

greatly from AIS even when they are not equipped with radar. Through the transmission of AIS data which includes GPS position, the receive only AIS boat can see all the other vessels nearby that are AIS transponder-equipped. This does not replace the need for radar because for now at least, some vessels will not be transmitting AIS signals. But it's a great start.

Even for radar-equipped boats, the weak link in the current generation of collision-avoidance electronics is the inability to identify any given radar target when multiple contacts are being tracked, especially at night or in reduced visibility, when it is impossible to verify a ship's identity visually. This inevitably leads to confusion and has been cited as a contributing factor to many collisions and near-collisions at sea.

Automatic Identification Systems (AIS) will help to resolve this difficulty by providing a means for vessels to exchange ID, position, course, speed and other

vital data with all other nearby vessels and shore stations through a standardized transponder system. The data exchange will be totally automatic and transparent to the users. The result will be a dramatic improvement in situational awareness for all vessels by giving them a clear and unambiguous identification as well as other vital information.

AIS messages are designed to work autonomously and continuously in a ship-to-ship mode for all vessels. But for commercial shipping, the specifications provide for switchover to an "assigned mode" for operation in an area subject to a competent authority responsible for traffic monitoring. The data transmission intervals and timeslots are set remotely by the shore side authority. Alternatively, the AIS can work in a "polling mode" in which the data transfer occurs in response to interrogation from another ship or shore station.

When integrated with shore-based vessel traffic systems (VTS), AIS provides a powerful tool for monitoring and controlling the movement of vessels through restricted harbours and waterways.

AIS messages must be updated and retransmitted every few seconds at a minimum, since the usefulness of the data

decays rapidly as a function of time. To accommodate this high update requirement, AIS utilizes a unique self-organizing time-division multiple access (SOTDMA) data communications scheme, which uses the precise timing data in the GPS signals to synchronize multiple data transmissions from many users on a single narrowband channel.

It is easy to see that this VHF broadcast information stream is relatively simple and reliable, yet through the unique MMSI numbers, it can become a powerful system to identify all vessels that are AIS-equipped.

Where pleasure craft really benefit is that with a relatively inexpensive GPS chart plotter system and a separate and dedicated VHF antenna, the AIS data can be displayed on your screen, even for vessels in fog, approaching from around an

island and so on.

This doesn't replace radar, but adding AIS to a radar system greatly enhances your ability to navigate through areas such as the Thousand Islands where both pleasure craft and commercial shipping share small spaces and narrow channels.

Because this started with commercial shipping, it is no surprise that there are lots of products on the market from generic offshore suppliers but we suggest a name brand system that is designed and built to integrate with your existing equipment.

An example is the Raymarine AIS250 Receiver module which is a "listen only" AIS receiver that easily integrates with your existing VHF antenna using a built-in VHF splitter. The AIS250 then interfaces to most Raymarine multifunction displays allowing AIS targets to be graph-

## Information Provided by the AIS

### Static Data

1. IMO number (where available)
2. Call sign and name
3. Length and beam
4. Type of ship
5. Location of position-fixing antenna on the ship (aft of bow and port or starboard of centerline)

### Dynamic Data

1. Ship's position with accuracy indication and integrity status
2. Time in UTC Course over ground
3. Speed over ground
4. Navigational status (e.g., at anchor, not under command, manually entered)
5. Rate of turn (where available)

### Voyage-Related Data

1. Ship's draft Hazardous cargo (type)
2. Destination and ETA (at master's discretion)
3. Safety-related messages
4. As needed

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For ships and world travelers, the Furuno FA150 is a universal AIS transponder with a stand-alone 4.5" display. The FA150 contains a VHF transmitter, two TDMA receivers on parallel VHF channels, a DSC channel 70 receiver, interface processor and internal GPS receiver. The GPS receiver is a 12-channel all-in-view receiver with Differential capabilities (DGPS) that provides UTC reference and also provides position, COG and SOG should a connected external GPS receiver fail.

ically overlaid in both the chart plotter and radar modes.

For under \$800, the Raymarine AIS250 monitors class A and B AIS broadcasts and can overlay AIS targets on Raymarine multifunction displays in both chart plotter and radar modes to enhance your situational awareness by monitoring a target's name, course, speed, and navigation status. This can also reconcile AIS targets with radar targets for added safety.

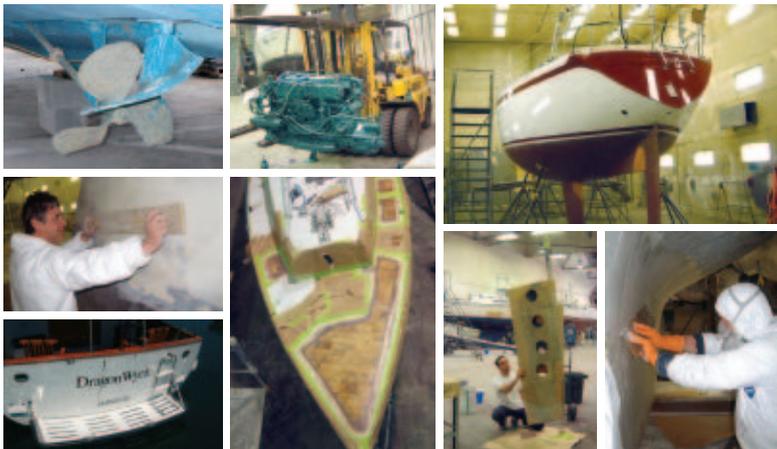
Moving up to about \$1,500, you could get a Raymarine AIS500 Transceiver module that both receives AIS targets and transmits your vessel information to other AIS receivers.

Furuno's FA30 AIS Receiver is similar to the Raymarine AIS250 in that it provides real-time information about AIS-equipped vessels to your NavNet 3D or NavNet vx2, AIS-ready chart plotter, navigation software or radar. The Furuno FA50 is its transponder version. For larger vessels who want a full and independent AIS system with display, you can choose a set like Furuno's FA150 but now the price is approaching \$5,000, so there is already a wide range of product choices in the marketplace.

The main thing is to ensure that your AIS equipment is compatible with the other electronics onboard to achieve the greatest functionality. For now, you can choose to have AIS or not, but we are betting that the benefits to both boaters and to the maritime authorities will start to bring AIS under future legislation. 🐟



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## Mercury Marine Diesel Electric Hybrid Concept Vessel

# I Have Seen The Future!

**DRESSED IN EYECATCHING** graphics, Mercury's Hybrid Concept Vessel was a Miami International Boat Show highlight last February – but a quiet one. Equipped with both Cummins QSC 550, 550-hp diesel engines and Zeus pod drives plus high-efficiency electric engines, solar panels, full SmartCraft controls including



*The twin 550 hp Cummins diesel engines and Zeus drives are plainly visible and although it's a full engine compartment, the big hatch made everything accessible and serviceable. The metal down the center is a service walkway.*

joystick docking, the Mercury's Hybrid Concept Vessel glided out of its slip like it was drifting in the wind, making virtually no sound, no smoke and no smell.

Yet, the driver of the boat simply used the Zeus joystick control to pivot in the channel and head out the harbour gap

under electric power, even through stiff winds. The only sound was from the turbulent water at the transom.

As much as I care about the environment, the idea of an electric boat or a hybrid diesel electric boat had never really caught my attention simply because I didn't see this as being mainstream. Of course, many *Canadian Yachting* readers would applaud the environmental effort, but I had no expectation that a hybrid yacht would be a realistic alternative to regular power systems.

Then I went out on the Mercury Marine Hybrid Concept Vessel.

Able to run on just electric, just diesel, or a combination of both, the captain can choose the best mode for the conditions. Out on the water, the transition from one mode to another was almost imperceptible except for the sound of the diesel engine (or the lack of it).

Cruising under diesel power, the electric engines can be used to recharge the lithium-ion battery banks that power the boat's two 100-hp electric engine/generators. You can also plug it into shore power or re-charge with the array of solar panels fitted on the deck and hardtop.

The Hybrid Concept Vessel is an amazing showcase of new technology, but the most important fact was that it all worked so well in a conventional 42-foot express coupe yacht.

Probably most important to prospective buyers is the appearance. Well, this is a conventional but handsome express



*This looks to be a conventional express cruiser hardtop but the two solar panels you see can generate a fair bit of charging power. They work with both direct sunlight and reflected light coming back up off the water.*

hardtop cruiser – nothing weird or radical. You would never know that it was a hybrid boat from the appearance (or the performance) and the penalties in weight or increased cost are projected to be well within the envelope of what buyers are comfortable with. This boat is more than



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**It's attractive.** Solar in a box systems resemble skylights. Ready Solar's patented installation technology provides a superior appearance when compared to other roof mounting methods.

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## ENVIRONMENT MATTERS



*Although it doesn't seem noticeable at first, the round metal housing the hand is pointing to is in fact the electric motor/generator, in line with the engine.*

just a dream boat.

Dan Balogh headed the development team at Mercury and he explained to me that using the lithium ion batteries that have high power density, but much lighter weight than lead acid batteries, there was a mere 2,000 lb. of additional weight on a yacht that was 35,000 lb. to begin with. That's a small price to pay in weight.

Speaking of the price, the "buzz-kill" question is always, what does this cost compared to a conventional solution? David Foulkes, Mercury's VP of Product Development and Engineering said he anticipated a 7 to 10% cost premium – that was all.

This is partly because there are offsetting savings. The battery banks are a lot of money but so is a diesel generator. The battery bank in the Mercury Hybrid can power the yacht for 2 to 3 days without recharging, so you can save the generator investment and its significant weight as well. Consider this: peaceful sleep when cruising without noise or vibration from a generator. Run the A/C all night from the 300-volt battery bank. It has 60 kWh storage and the batteries are in a water-proof compartment.

The solar panels on the hardtop are always charging in daylight and they feature integrated bi-facial panels. So, they capture direct sunlight and reflected sunlight from water. Next, a clever four-panel



*The handsomely appointed helm features Mercury SmartCraft instrumentation and controls, analog instruments for each of the engines as well as the big center mounted information screen that provides information on all systems.*

solar array folds out on the forward deck when you are moored. That adds a lot of charging power. In a week of sitting, these can fully recharge the batteries at no cost.

Befitting a concept boat, there were also additional safety features such as a theft deterrence system and on-board monitoring systems using telematics, (similar to automotive systems) so the boat can be "watched" remotely. Another safety addition are the transom lights that communicate to other boaters and swimmers that the boat is "on" and propellers may be spinning – critical information when you remove the sound of the engines by running on electric power. Finally, the solar power is independent of shore power and provides electrical backup to bilge pumps, starting batteries and other critical components. All very handy!

In fact, although the Mercury Marine Hybrid Concept Vessel only reaches 8 to 10 mph running on electric power alone, it means you should never be stranded. Hybrid propulsion combines reliable diesel engines and electrical systems providing built-in backups.

The electric motors both contribute 100 hp and also act as big generators when the CMD QSC 550 Zeus diesels are running. They boost charging capacity in a big way when the yacht is on plane and cruising.

We say it that way because the twin 550-hp diesels are plenty of power once the yacht is up and running but they are sized small for planing off a load. No worries. The electric motors can clutch in to add a big boost in acceleration. With both the QSM 550s and the electric motors engaged, this yacht leaped onto the plane in just 6 seconds!

The Mercury engineers said that the combination of high-torque electric motors with high-output diesel engines gets the boat on plane twice as fast as conventional power. As soon as cruising speed was reached, the motors can begin working as generators to recharge the batteries.

The photos show how the electric motors are easily integrated into the CMD Zeus engine and drive systems and the Hybrid Concept boat had a nice big engine hatch for easy service and also to show off the engineering. You could real-

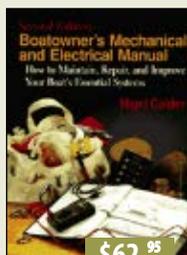


## Lori's Picks: 6 Great Books for the Avid Boater

### Boatowner's Mechanical & Electrical Manual: How to Maintain, Repair, and Improve Your Boat's Essential Systems

By Nigel Calder

In his latest book, Calder walks the reader through the repair, maintenance, and setting up of the boat's primary systems, including the electrical system, electronics equipment, generator sets, solar panels, wind and water generators, the engine, transmission, pumps, steering, waste disposal systems, and more. Destined to become a highly trusted companion aboard all types of boats for years to come..

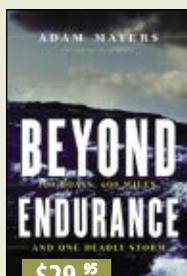


\$62.<sup>95</sup>

### Beyond Endurance: 300 Boats, 600 Miles, And One Deadly Storm

By Adam Meyers, Author of Sea of Dreams

*Beyond Endurance* is the story of that race, which culminated in a night of terror, courage, and split-second reactions, of ferocious seas that forced each sailor either to give up and face almost certain death or to find within himself the extraordinary strength and skill that might, just might, keep him alive. Not all of them made it. Among the survivors were twenty-six men from Canada, Britain, and the United States, whom Meyers has interviewed about that they still call "that night".

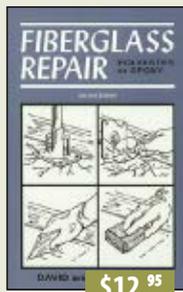


\$29.<sup>95</sup>

### Fiberglass Repair, Polyester or Epoxy

By David & Zora Aiken

Filled with easily accessed information aimed at giving the boatowner the skills to tackle typical fiberglass repairs using either polyester resin or epoxy. Includes blister repair, repairs to cord decks, hole repair, touch-ups, etc. Includes illustrations.

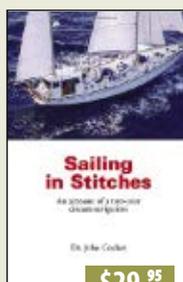


\$12.<sup>95</sup>

### Sailing in Stitches: An Account of a Two-year Circumnavigation

By Dr. John Cocker

*Stitches Explorer* is a 74-foot yawl, built in 1966 with an extensive rebuild in 1992, and very well equipped, with two of all the important pieces of equipment. In 2000, with an international crew, she set off on a journey that would include 62 countries, 180 ports, two major pirate areas and one pirate boarding. Starting from Florida, she headed south, down the Caribbean, through the Panama Canal, across the Pacific to Australia, Indonesia and Thailand, then across the Indian Ocean, up the Red Sea and through the Suez Canal into the Mediterranean, then to the Canary Islands and across the Atlantic to Antigua, where the circumnavigation was completed – a total of 64,000km in two years. Three of the crew were on board for the entire voyage, and they were joined by 60 diverse characters for shorter periods along the way. This book is the story of their adventure.

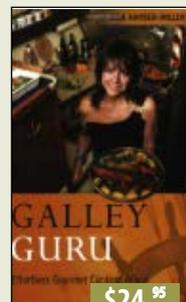


\$29.<sup>95</sup>

### The Galley Guru: Effortless Gourmet Cooking Afloat

By Lisa Hayden-Miller

For the cook who sails and the sailor who cooks, *Galley Guru* is a connoisseur's guide to simple ways to keep your grip in the galley. Prepare, preserve, and present, from a tiny space, real food that would not be ashamed to have come from a gourmet kitchen many times the size. Great cooking takes to the water as Lisa Hayden-Miller, the Galley Guru, presents faire with a flair. From survival food to gourmet feast, all 120 recipes are tagged with appropriate sailing conditions, from anchorage to heavy seas. *Galley Guru* will tempt even the land lubber, for in this 327-page quality paperback, Lisa makes the exotic accessible and the simple, simply wonderful.

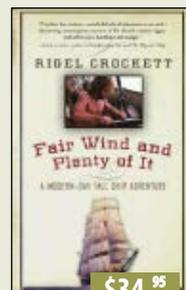


\$24.<sup>95</sup>

### Fair Wind and Plenty of It

By Rigel Crockett

*Fair Wind and Plenty of It* tells the story of an obsession, as Captain Dan Moreland, driven by desire to make his mark in the world of traditional sail, rallies forces to convert a 69-year-old North Sea trawler into a seaworthy tall ship, and then assembles the crew to sail it. It's the story of the uneasy balance that is achieved on board, where insubordination and rancour must be kept in line among a crew whose only connection is their common desire to be part of this journey. And it is Rigel's story: a man who keel for his first boat, whose mother was a sail-maker, and who has to reconcile his family legacy with his own need to understand why he must take part in the voyage of the barque Picton Castle.



\$34.<sup>95</sup>



All these titles are sold at The Store Mason's Chandlery and online at: [www.thestoremasons.com](http://www.thestoremasons.com)

## ENVIRONMENT MATTERS

ly live with this rig and you would have an easy time of it because the boat had the Mercury SmartCraft instruments, throttles and Joystick control systems. These are intuitive controls that make the entire boat easier to use.

It has automatic electrical power switching between vessel power and shore power meaning that the system is ready when you are. Just “unplug” from the shore power and go. A helm-mounted large-screen display keeps the driver informed of system status. Fuel levels, the state of the batteries’ charge and far more, is displayed.

Like other regular Zeus pod drive systems, this has all the bells and whistles such as the autopilot and “Skyhook” functions.

Skyhook is a GPS-controlled station-keeping function that uses the pod drives



*This is the view forward through the windshield and the dark panel over the word “Hybrid” and the white piece on the left side of the windshield are the four panel deck mounted solar array in the process of folding out - press a button and the array deploys.*

to hold a steady position for docking, fishing and those times like waiting your turn at a bridge or fuel dock. In Skyhook, you can run the CMD diesels but you can also use just electric.

This eliminates fuel waste, exhaust and smoke as you stay stationary.

### Specifications

Overall Length	42'10"/13.06m
Beam	13'10"/4.22m
Approx. Weight	36,000 lb./16,330 kg
Fuel Capacity	480 gal./1,816 l
Diesel Engines	Two 550 hp (410 kW)
Electric Motor/Generator	Two 100 hp (75 kW)
Battery Capacity	60 kWh

Electric is also the economical and environmental way to enjoy relaxing rides down intracoastal waterways, rivers and through speed restricted zones.

Considering all the added functionality and the long-term fuel savings that are potentially available, silent nights on the hook plus, the propulsion redundancy for safety, I think many buyers would feel the added weight and 7 to 10% additional cost was money well spent.

I hope more people have a chance to both see and actually drive this boat, then they too will feel they've seen the future! ↵

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## Celebrating Four Generations of Sailmaking

As **Michele Stevens** works in her sail loft on 2nd Peninsula near the town of Lunenburg, she looks back on 100 years of family sailmaking tradition. The old loft floor has seen sailmaking change from canvas to cotton, then to Dacron and numerous new synthetic materials. Her father, grandfather and great grandfather all cut sails on the same worn pine boards.



The Stevens sailmaking dynasty began on Tancook Island in Mahone Bay. Back in the late 19th century, Tancook Island developed a reputation for building sleek and elegant schooners known as Tancook Whalers. Perhaps the most famous of these early builders was Amos Stevens, who is credited with building the first carvel planked whaler. In 1910 one of Amos' sons, Randolph Stevens, began making sails for the island's sloops and schooners. Conditions were primitive; he often cut sails on a frozen pond using beach rocks to hold the canvas in place.

Randolph's sons, Harold and Cecil, joined him in the business followed later by several grandsons including Michele's father Robert. As R.B. Stevens & Sons the firm became the pre-eminent sailmakers in Atlantic Canada with a reputation worldwide. The firm made sails for the famous "Bluenose II" – at the time, the largest sail in the world – as well as Lunenburg-built replica ships such the "Bounty" for MGM.

As a small girl hanging around the loft, Michele was not allowed to touch a sail, but she does remember her grandfather showing her how to hold the canvas on a huge old sewing machine that was powered by an Acadia gas engine. Later, Michele was allowed to sew corner patches and sail bags, but just being around the loft meant she absorbed much more than she realized. In 1994, and in need of a summer job, Michele asked her great uncle Randolph Jr. if she could open her own business in the Second Peninsula sailloft. Right from the start the Stevens name's reputation helped her business expand quickly.

In 2004, Michele and her husband Al took a sailing sabbatical to the Caribbean in their 36' sloop. Michele says the offshore and cruising experience not only allowed her to see what worked and didn't work, it also gave her added confidence when dealing with customers. Today Michele Stevens Sailloft is busy with both sail and canvas business. Michele says her work is about 60/40 canvas work (dodger, cushions etc.) vs. new sails.

Michele is very aware of the responsibility that goes with the Stevens name and says "I'm proud to carry on a family tradition and realize how privileged I am to have this opportunity and to have this background. I've lived it since I was born."

[www.tallships.ca/sailloft](http://www.tallships.ca/sailloft)

## Canada's Hunter McRendezvous A Great Success

Themes, competition, and seminars are program activities during the many boat owner's rendezvous that happen every year across Canada. The Highland Hunter MacRendezvous 2010 this summer was no exception. Out they came; wee laddies and lassies clad in the tartan and tams of highlanders adorned these splendid yachts. Authenticity and political incorrectness were given a wide berth as make do, make shift and jury rig ruled the day. Even the torrents of rain equal to the best Scottish downpours couldn't dampen the spirits of these hearty souls as games of strength, agility and silliness were played out on the docks. There was even a race, although a "casual sail with some marks" would be a more appropriate description.

The big Saturday night banquet started off with a single malt nosing supplied by our friends from



Diageo. Participants were treated to a tasting of a 10-year-old Talisker single malt whisky, a dram of Lagavulin, followed by a frozen Dalwhinnie paired with dark chocolate. The "nosing" was clearly the spark that got the festivities in full gear. The team from *Canadian Yachting* introduced our 7-year scotch

ambassador Stuart Brown and his lovely sous-ambassadors and invited guests to the microphone to tell a boating story in true Talisker Tales fashion. Within seconds, the first story had the crowd laughing and the stories kept coming all night.

One particular story caught my attention, told brilliantly by Carol Krummenacher.

*During a Croatian cruise, a crew member went for a wee swim. On reboarding, it was discovered he had an Octopus stuck to his back. It was aptly pried off, given a quick smack, and was clean and eaten for lunch.*

I only wish I could add the nuances and body language that had the crowd howling. If you have a great story makes sure to enter the Talisker Tales Contest to win great prizes!

[www.taliskertales.ca](http://www.taliskertales.ca)

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55'	2003	SeaRay Sundancer	\$499,900	40'	2004	Meridian Aft Cabin	\$229,900
54'	2010	SeaRay Sundancer	\$Contact Dealer	40'	2008	SeaRay Sundancer	\$399,900
53'	2005	Carver Voyageur	\$439,900	37'	1993	Carver Aft Cabin	\$104,900
52'	2009	SeaRay Sundancer	\$Non Current Blowout!!	37'	2010	SeaRay Sundancer	\$318,900
52'	2008	Cruisers Yachts Express	\$669,900	34'	2008	SeaRay Sundancer	\$195,000
52'	2007	Cruisers Yachts Express	\$599,900	34'	2005	SeaRay Sundancer	\$139,900
50'	2005	SeaRay Sundancer	\$470,000	33'	2010	SeaRay Sundancer	\$Demo Savings!!!
48'	1990	SeaRay Sundancer	\$174,900	33'	2005	Silverton Sport Bridge	\$149,900
45'	2006	Silverton Convertible	\$499,900	32'	2006	SeaRay Sundancer	\$154,900
44'	2006	SeaRay Sedan Bridge	\$399,900	29'	2006	SeaRay Sundancer	\$90,000
44'	2006	Regal 4460 Express IPS	\$349,900	28'	2008	Pursuit Offshore	\$139,900
44'	2008	SeaRay Sundancer Zeus	\$529,900	27'	2009	SeaRay Sundancer	\$94,900
44'	2008	SeaRay Sundancer	\$479,900	27'	1989	Doral Monticello	\$16,900
41'	2005	Carver 410 CMY	\$269,900	24'	2006	Boston Whaler Outrage	\$84,900

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YEAR	LENGTH	MANUFACTURER	POWER	PRICE	YEAR	LENGTH	MANUFACTURER	POWER	PRICE
2001	22	Cobalt	MERC 350 MPI	34,900	2001	45	Carver	T-Volvo TAMD 74P	399,000
2008	24	Regal	Volvo 5.7 Gi	65,000	2006	46	Carver	T-Volvo TAMD 75P	599,000
2001	24	Regal	Volvo 5.0 MPI	29,900	1998	47	Mainship	Diesel Motoryacht	249,000
2005	27	Rinker	Mer 350 Mag	49,900	2009	52	Sabre	T Cat CLS 865 HP	1,250,000
2006	28	Cruisers	T-Volvo Penta 4.3	84,900	2001	53	Carver	T-Volvo TAMD 74P	499,000
2002	28	Regal 2860 Express		74,900	1995	55	Neptunus FBMY	T-Detroitis	339,000
2009	30	Cruiser 300 Cxi Exp.		139,000	2005	77	Dyna Laguna	Magnificent!	Pls Inquire
2007	30	Bayliner 305 Exp.		89,000	<b>TRADE-IN INVENTORY</b>				
1998	33	Cruisers 3375	T-7.4 Mercs	73,000	2003	24	Cobalt BR	Merc 6.2	38,900
2007	34	Cruisers	Volvo 8.1	159,000	2008	24	Four Winns	Merc 5.7 MAG	49,900
2006	35	Regal 3560 Express	T-8.1	169,000	2004	25	Crownline	25CR	55,000
2005	36	Carver Mariner	T-Crusader 5.7 MPI	209,900	2001	26	Crownline	CCR Merc 5.7	32,900
2007	36	Carver Mariner	T-Crusader 6.0L	185,000	2008	26	Regal	Volvo 5.7	69,900
2004	36	Carver SS	T-Volvo 8.1 Gi	229,000	2002	26	Regal 2560 LSR		44,900
2004	36	Carver 366	T-8.1	219,000	1990	26	Regal 265 Express		19,900
2003	36	Carver 366 AC	T-Mercury 8.1 Horizons	210,000	2008	28	Four Winns	298 T-Volvo 5.0 GXi	109,900
1999	36	Doral	T-Volvo 7.4 Gi	139,900	2005	33	Carver SS	T-Crusader 8.	1 229,900
1987	37	President	T-Crusader 7.4L	79,000	2003	35	Carver	T-Merc 6.2L Mag MPI	189,900
2005	38	Regal	T-Merc 8.1L S HO FWC	269,900	2003	36	Carver	T-Volvo 8.1L	219,000
2010	39	Cruisers 390 SC	Volvo IPS 500G	309,000	1997	40	Carver	T-Cummins 315B	239,000
2002	40	Carver 404 CMY	T-8.1	199,000	2006	42	Cruisers 4200 Express IPS		285,000
1998	40	Carver	T-Merc Horiz. 7.4L	199,000	2006	43	Carver	T-Volvo D6 370	449,000
1999	40	Carver	T-Volvo 73P	199,000	2006	43	Donzi	Triple 525 Mercs	299,000
1997	40	Tiara	Twin Cummins	220,000	1998	44	Silverton	T-Mercruisers 7.4L	239,000
2008	41	Carver	T-Volvo D6	369,000	2005	44	Carver 444 CMY	T-Cummins	285,000
1996	41	Maxum	T-Cummins 315	135,900	2007	46	Carver 466 MY	T-Volvo D9	535 699,000
2008	42	Cruisers	Volvo IPS 500	335,000	2009	46	Carver Motoryacht		799,000
1991	43	Carver	T-Cummins 315	154,900	1990	52	Carver	T-Rebuilt Catterpillar 3208	325,000
2006	43	Carver	T-Yanmar 480	459,000					
2006	44	Regal 4460 Express	Diesel	389,000					

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41	HUNTER 410 2000	139,900	31	BENETEAU 31 2008	99,900	22	SEAWARD 22 w/Trailer 1986	6,900	30	SEA RAY 300 Weekender 1988	29,900
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38	C&C 38 MKII 1986	67,900	30	CATALINA 30 1984	29,900	43	WELLCRAFT 43 Portafino 1988	54,900	28	SILVERTON 28 Sedan 1977	9,900
38	C&C 38 1976	22,900	30	HUNTER 30 1977	12,500	42	BENETEAU Swift Trawler 2007	350,000	26	SEA RAY 260 Sundancer 2006	56,900
37	BENETEAU 373 2004	139,900	30	HUNTER 306 2005	69,500	42	SEA RAY 420DA Sundancer 1990	63,900	25	CROWLINE 250CR 2006	52,900
37	SEIDELMANN 37 1981	15,900	30	MUMM 30 1997	84,900	40	SEA RAY 420DA Sundancer 1990	63,900	25	ROSBOROUGH 246 SC2001	64,000
36	ROBINHOOD/CAPE DORY Cutter 1995	159,000	30	NEWPORT 30 MKII 1987	26,900	40	MAINSHIP 40 Sedan Bridge 1994	85,900	23	SEA OX 250 Blue Water Pro 1989	19,900
36	Bob Perry UNION 36 1979	48,900	30	NEWPORT 30 1978	14,900	40	SEA RAY 400 Sundancer 1998	119,900	23	MAKO 232 Center Console 2003	29,900
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35	J/35C 1991	99,000	27	CATALINA 27 1978	5,995	36	SPORTCRAFT 360 Fishmaster 1995	59,900			
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34	J/34 1985	19,900	27	HUNTER 27 2005	54,900	34	SILVERTON 34 Convertible 1979	29,995			
34	PETERSON 34 1978	29,500	26	HUNTER 260 1995	13,900	34	WELLCRAFT 34 Gran Sport 1986	14,900			
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56'	COLVIN Two Masted Bark	1985	CDN \$149,000	34'	C&C 34	1982	CDN \$28,900
46'	Hunter 460	2000	CDN \$199,000	34'	Hunter	1983	CDN \$49,900
46'	Hunter 460	2000	CDN \$199,000	34'	Hunter 340	1999	US \$79,500
45'	Hunter 450 Passage	2000	CDN \$189,000	33'	Delphia	2008	CDN \$139,000
45'	Hunter 45cc	2006	US \$228,900	33'	Hunter 33	2005	CDN \$107,000
44'	Hunter 44	2003	CDN \$214,000	33'	NONSUCH 33	2009	CDN \$225,000
41'	C&C 41	1985	CDN \$85,000	31'	Dufour	1975	CDN \$32,500
41'	Hunter 41	2006	CDN \$219,000	31'	Hughes 31	1981	CDN \$19,990
41'	Hunter 41 AC	2006	CDN \$209,000	30'	Hunter 30	1989	CDN \$46,000
41'	Hunter 41 DS	2009	CDN \$249,000	30'	Hunter 306	2002	CDN \$56,900
41'	Hunter 410	2002	CDN \$187,000	30'	Hunter 31	2006	CDN \$93,000
41'	Hunter 41AC	2004	CDN \$195,000	29'	Columbia 8.7	1978	CDN \$19,900
41'	Hunter 41DS	2005	CDN \$219,000	28'	Mirage 27	1980	CDN \$11,500
40'	Beneteau Oceanis 400	1995	CDN \$95,500	24'	Shark Hallman Built	1988	CDN \$5,000
40'	Beneteau. First 38	1984	CDN \$52,500	<b>POWER</b>			
40'	Jeanneau Sun Odyssey	2001	CDN \$190,000	54'	Sea Ray 54 Sundancer	1999	CDN \$369,000
38'	C&C 115	2006	CDN \$234,900	48'	Californian Cockpit Mo...	1989	CDN \$195,000
38'	Hunter 38	2008	CDN \$179,000	35'	Chris-Craft 350 Catalina	1975	CDN \$29,900
38'	Hunter 38	2005	CDN \$169,000	32'	Chris-Craft 322 Crowne	1994	CDN \$48,900
36'	CDNadian Sailcraft Trawler	1983	CDN \$68,900	32'	Trojan F32 Sedan	1976	CDN \$24,500
36'	CS CS Merlin	1988	CDN \$84,900	28'	Four Winns 278 Vista	2006	CDN \$78,900
36'	Hunter 356	2003	CDN \$119,000	26'	Bayliner 2655	1997	CDN \$23,900
35'	Columbia 10.7	1979	CDN \$45,900				
35'	Mirage 35	1986	CDN \$54,900				
34'	Aloha 34	1979	CDN \$44,900				

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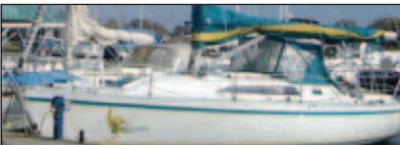
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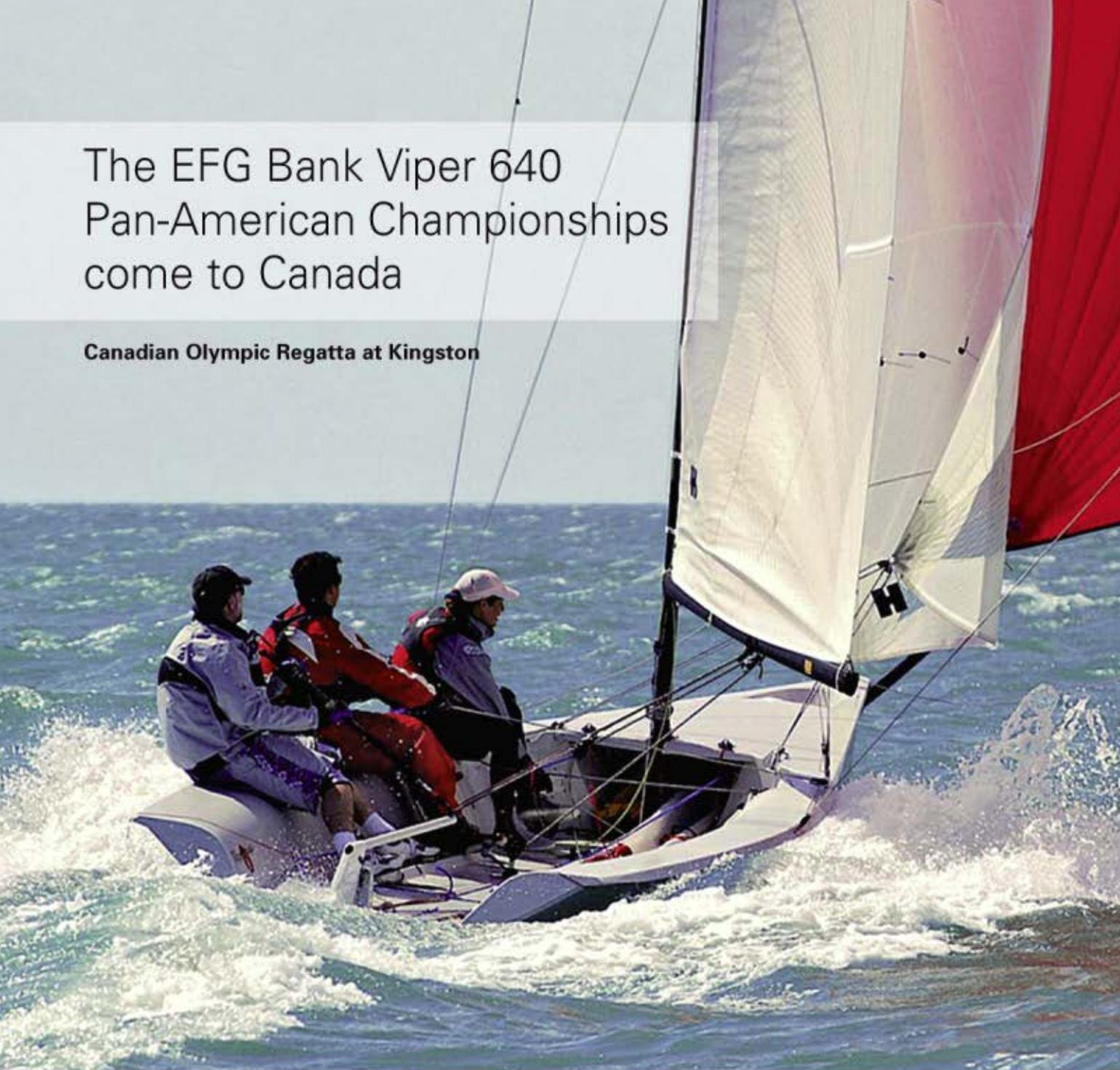


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Dufour 44 Performance	2005	\$295,000	Ticon 30	1985	\$34,900
Reliance 44	2 FROM	\$85,000	Islander Mark II	1972	\$14,000
Columbia 43	1970	\$49,900	Hunter 30T	1991	\$55,900
Colvin Gazelle 42	1985	\$49,000	Express 30	1985	\$31,500
Whitby 42	1973	\$94,000 US	CS 30	4 FROM	\$37,500
C&C 41	1983	\$119,000	C&C Mega 30	1981	\$9,800
Beneteau Oceanis 40CC	1996	\$144,000	C&C 30	1979	\$35,000
Buchanan 38	1967	\$29,900	Aloha 30	1986	\$42,900
Dufour Classic 38	2001	\$174,900	Alberg 30	1976	\$20,000
Hunter 38	2008	\$175,000	Paacship 29	1974	\$21,900
Farr 38	1981	\$60,000	Hughes Columbia 8.7	1982	\$27,900
Tripp 37	1987	\$69,900	Bayfield 29	1983	\$29,000
Peterson 37	1986	\$73,900	Grampian 28	1975	\$16,900
Northern 37 Ketch	1979	\$59,900	Aloha 28	1980	\$23,600
Bruce Roberts 36	1988	\$69,000	Sirius 28	1983	\$34,900
CS 36 Traditional	5 FROM	\$48,500	Mirage 27	1979	\$13,900
CS 36 Merlin	3 FROM	\$69,000	CS 27	1975	\$16,999
Allied Princess Ketch	1973	\$40,000	C&C 27 MK III	2 FROM	\$11,900
J105	2004	\$129,000	C&C 27 MK I	1973	\$23,000
Hanse 350	2008	\$159,000	Grampian 26	2 FROM	\$7,200
Goderich 35	2002	\$269,000	Catalina Capri 26	1990	\$23,500
C&C MKIII CB 35	1986	\$69,500	Catalina 25	1980	\$9,500
J34	1985	\$34,900	C&C Redline 25	1975	\$7,500
Hunter 34	1984	\$49,900	C&C 25 MK II	1981	\$16,000
Hanse 342	2005	\$149,000	C&C 24	1980	\$8,995
Ericson 34-200	1987	\$62,900			
Beneteau Idylle 34	1985	\$69,900			
Aloha 34	1981	\$48,000			
Morgan Out Island 33	1974	\$34,900			
CS 33	1987	\$54,900			
C&C 33 MK II	1985	\$50,500			
Viking 33	1973	\$19,990			
C&C 32	2 FROM	\$25,000			
Mason Intrepid 32	1965	\$23,000			
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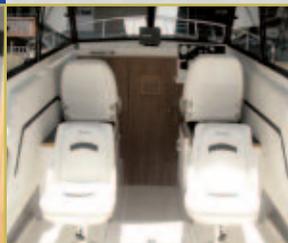
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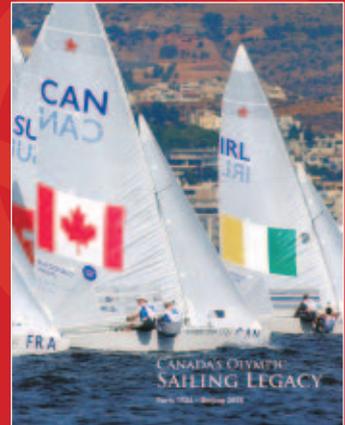
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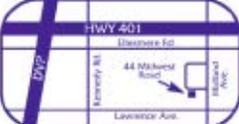
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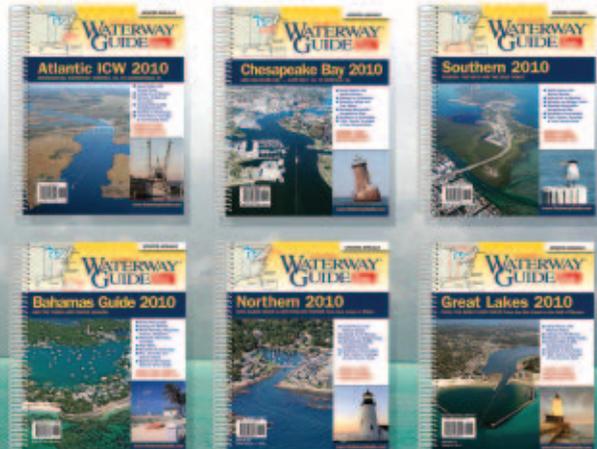
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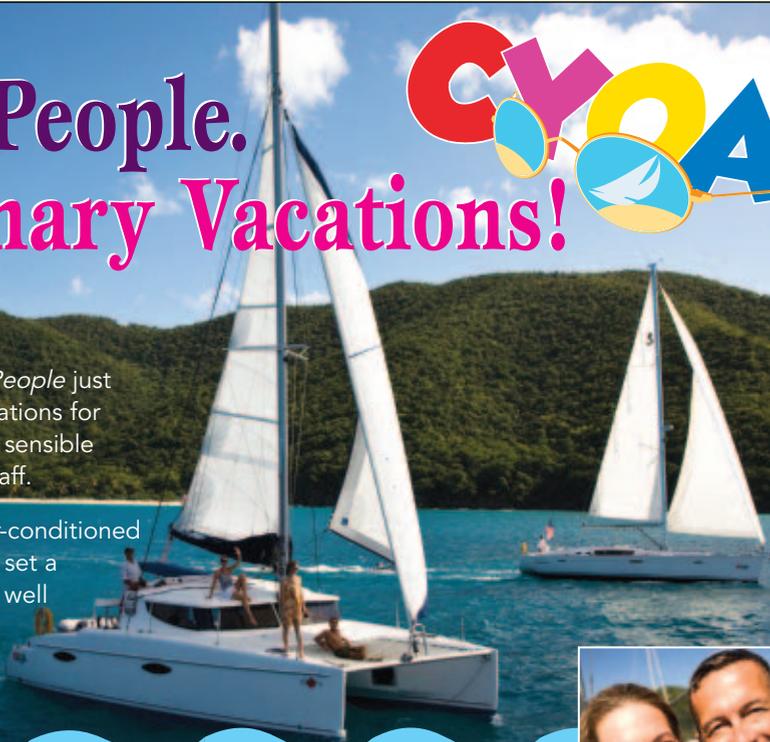
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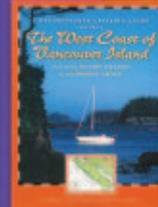
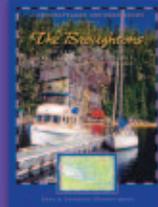
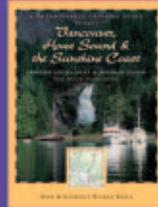
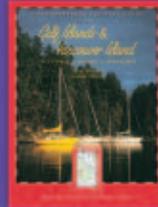


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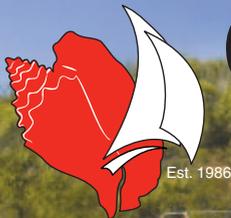
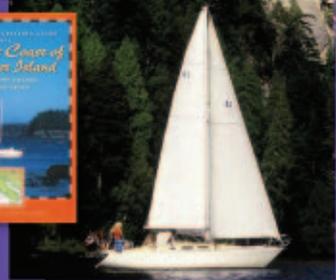


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# Now, That's Inventive

**SINCE VENETIAN** gondoliers experimented with screw propellers, since Vanderbilt first developed a primitive beer cooler using straw stored ice chunks from frozen Lake Placid, since Andy Warhol first put together an asymmetric spinnaker colour pattern, boaters have been inventing and innovating. Over the course of the summer, I have spoken with many dock denizens and was pleasantly surprised at their pioneering ideas. There are inventors among us! Who knew?

Here's a sample.

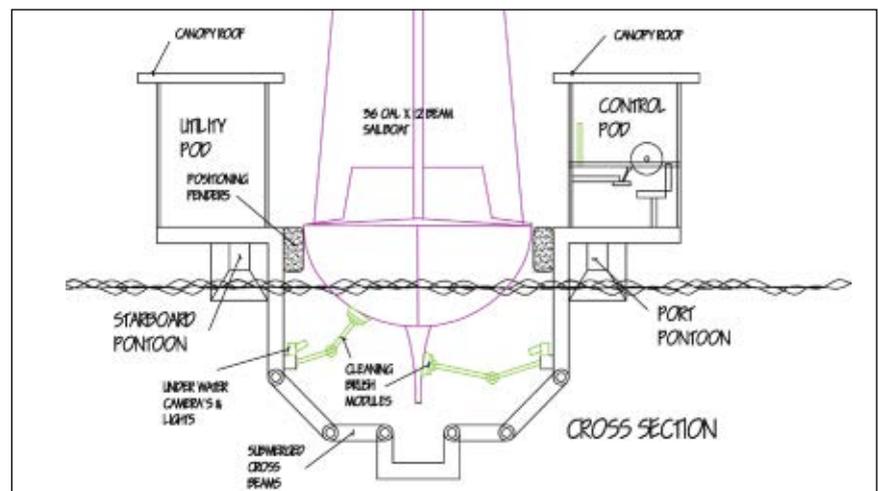
From Laura – why not use boat hardware as exotic piercing? Now not too many parents appreciate the penchant of youth for tattoos and piercings, nonetheless the rare opportunity to take Laura's advice and share our passion for boating with teenaged progeny just makes good sense. Boat hardware is mostly made from quality stainless and while I might get some professional input before I put a clevis pin through my cheek, at first glance it seems safe enough. Perhaps this isn't literally an invention but re-imagining shackles for earrings or split rings for... well you get the idea.

Meredith suggests a fine combination – a racing countdown timer built into a microwave. This is a sensible, brilliant idea – after all how many duplicated digital readouts do you need on a boat. Hit Start as the Warning flag drops, grab the boat end of the line and enjoy a tasty snack before you hit the weather pin. Now that's progress!

Fashion-forward Catherine pointed out to me that this year the waif look is passé and cleavage is back. Just the next

day I saw Victoria Secret ads for enhancing female shape and realized there was an opportunity to blend safety with fashion. How about a 'girl's' version of the suspender life vest that builds some useful pockets into the bikini top. Easily worn on board (safety first, kids) a sim-

needs them and then put the used stuff into the starboard unit. Repeat in the opposite direction as the cockpit party continues. You'll always have a supply of clean dishes and a handy place to get rid of the dirty ones. As a further weight saver, you can likely eliminate the sink.



ple CO<sub>2</sub> canister works exactly like it does on my Mustang version. You can be confident the women on the boat will wear their PFDs at all times (a worthwhile objective, for sure) and in an emergency just pull the yellow tab. Va va voom!

Another fine idea came from an episode of Rachel Ray, the TV cooking goddess (is she a boater – let's find out!). The twin-galley system saves space while adding seaworthiness. You simply install dual port and starboard dishwashers in the galley. Not only does this balance the floating lines of the boat but it eliminates the need for stowage for dishes and utensils; you just fill the port dishwasher with snack plates and glassware. Once the load is clean, take the items out as the crew

As we recently wash-hauled his boat and gave it the pre-regatta scrub, my pal Jamie wondered how owners of larger boats get their hulls cleaned. That inevitably led to the discussion of a boat washing station, and subsequently a series of portable floating systems that could hit the regatta circuit. Idle talk is hardly Jamie's style – days later he sent me eight views of his new Slime-Away. Not only does it clean all sizes of boats, it folds up so it can motor between locations. His plans are so detailed, any reasonably equipped machine shop could fabricate it in a weekend.

Just a few great ideas – without a doubt, boating brings out the best in our port side brain. 🐭

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