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Yachting

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SHOW ISSUE

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- Sun-Drenched Islands
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2011, Here We Come!

AS WE PUT THIS ISSUE of *Canadian Yachting* to bed, the brain trust in sailing has concluded its debate on what our next Olympic classes will be focusing on: the equipment, not the sailor. This is based on some convoluted theory that TV money and ongoing acceptance in the Games themselves will accrue. Like many of Canada's sailing leaders, we don't get the direction. This issue's review of the Laser Radial rig praises the good adage that experience is the best teacher and success even today can result from lessons learned.

For those planning to visit the boat shows this winter, we are confident you'll see many great new innovative products. The commitment by boatbuilders to invest in innovation, despite the recent economic environment, has fostered some wonderful technology to make boating safer and easier. We are witnessing, first-hand, Canada's boat dealers to raising their bar in talent, best practices and training. These initiatives have enabled Canadian dealers and their top performers to be recognized as the best of the best.

We still remain confused by those boaters who believe that they will save money sourcing a boat in the US, and why they feel it is smarter to do it alone without the support, knowledge and expertise of a certified boat dealer. Unlike best practices that drive business around partnerships with suppliers built on profit expectations by all, there are some who will still do what they can to drive a better deal based on leveraging a cheaper alternative south of the border. Sadly, these guys will always be there but their theory is flawed. Beating up on price alone hurts everyone. It takes a hard shot at those responsible dealers who invest in facilities, inventory and training and, of course, their people. The foundation of the argument is also unstable: inventories tighten and boat delivery dates are pushed out! So love your boat and respect our dealers – they are our pipeline to great boating.

Other exciting news on the competitive sailing front came forward recently. Canada has founded an exploratory team comprised of RCYC Member Kevin Reed, Olympian and former ISAF President Paul Henderson and Thomas Fogh who will together build the plan to enter a Canadian boat into the America's Cup competition. Under the banner of Red Maple Racing, they will be working to access the sponsorship scene over the next three months. In light of my opening remarks, we hope Red Maple Racing is successful to enable up and coming sailors (who tip the scales at 95 kg.) to compete. Sadly, with the class selections recently announced, an Olympic medal is now out of reach for these eager (95 kg.+) competitors.

This issue of *Canadian Yachting* boasts a more aggressive look and feel and a much broader newsstand distribution, hopefully marking the beginning a great 2011 for all. Visit our web site, always evolving, and don't forget to subscribe to www.sail-world.com. Have fun at the boat show. Please don't forget to drop by the *Canadian Yachting* booth to see what's new!

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Sun, Sea, Sand and Sails

By Mark Stevens

Photographs by Sharon Matthews-Stevens

You have shovelled snow from more than enough driveways. Your parka feels like a straightjacket. The only ice you want to see is in a glass of rum punch. And you have had enough of wind chill minus a million. Celsius.

Little do you know that your recipe for happiness needs very few ingredients, that with a cornucopia of island paradises and a brisk cruise thrown in for good measure, you too can increase your happiness quotient.

All you need is sun, sea and sand. And sometimes sails.

Islands of the Blessed

Stretch out on alabaster sand at Princess Elizabeth Beach in Bequia on the island chain of St. Vincent and the Grenadines. Scan a storybook anchorage where boats bob gently side-by-side. Look up toward the mountains, emerald in the foreground, mist-shrouded at their peaks.

Sip some Hairoun beer, beaded with condensation, then plunge beneath the

cooling waves that lap the shore like friendly puppies.

They got it right when they came up with a name for this beer. It comes from the Caribe word for this island chain scattered across the southern Caribbean from just south of St. Lucia nearly to Grenada. Hairoun, translated, means Islands of the Blessed.

Perfect name for this heavenly archipelago, boasting private beach island resorts featuring over-the-top luxury where gourmet fare is a given – Young Island, Palm Island, Petit St. Vincent.

But this horn of plenty isn't just for the elite. The rest of us can share the blessing – as long as we don't mind puddle-jumping flights or exhilarating sails. Snorkel with sea turtles at Tobago Cays, do a beach barbecue on a postcard island with only three hundred fifty residents, hike a rainforest.

And count your blessings in St. Vincent and the Grenadines – the Islands of the Blessed.

A Holy Trinity

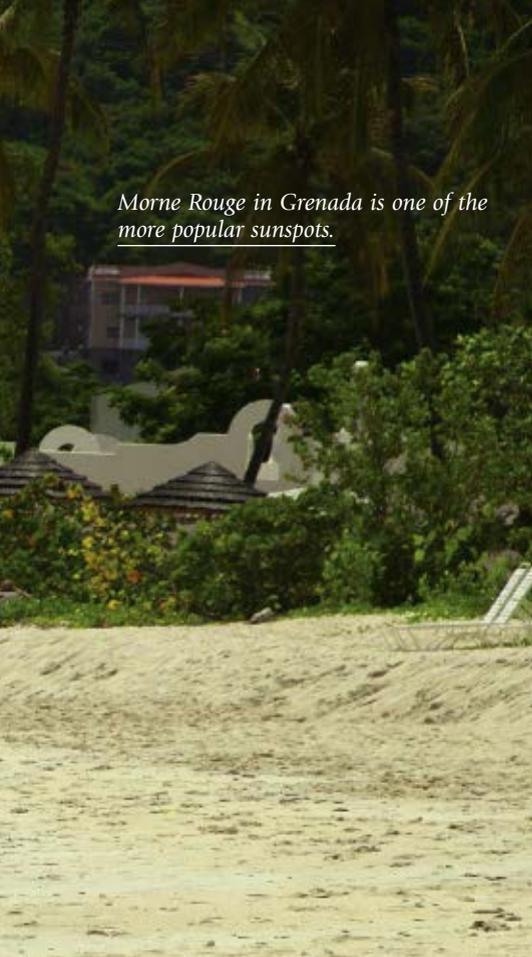
One of the first things you notice when you travel to Charlotte Amalie in the U.S. Virgin Islands is the uniqueness of this archipelago.

The U.S. Virgin Islands, chiefly composed of St. Thomas, St. John and St. Croix, are a chain every bit as blessed at the Grenadines – a veritable Holy Trinity.

During World War II the United States government, fearing the depredations of German U-boats, purchased the islands from Denmark. The result is a mélange of colonial architecture – and Danish influence. Street names are deliciously Scandinavian. With a bevy of beaches thrown in for good measure.

Magens Bay on St. Thomas is reputedly one of Bill Clinton's favourite sun spots. If you don't like crowds – and you're sufficiently intrepid to go for the all-over tan – check out nearby Little Magens Bay.

Go snorkeling at Secret Harbour in the East End. On St. John, the second



Morne Rouge in Grenada is one of the more popular sunspots.



A bevy of beaches greet visitors to Bequia; some, like Friendship Bay also have great beach bars.

The A-List Island

If I tell who's been here, says a man nicknamed 'Gorgeous', standing at the bar of a tiny beach island where they serve up chicken and lobster – I might have to kill you.

I figure he's kidding. Then I notice a tarmac helipad. We've come over by boat, but we are plebeians.

We're doing lunch on Scilly Cay, just off an undulating island where beaches, multi-million dollar villas and equally luxuriously resort hotels are the defining features.

They call this island Anguilla, which is Spanish for Eel. It is a misnomer. It should be called the A-List Island.

Regulars include Robert DeNiro, Uma Thurman and Robin Williams. Baste on one of Anguilla's thirty-plus beaches and you might be frying beside your favourite movie star.

That's partly because locals are so laid back. It's partly the wealth of great restaurants. And it's partly the variety of properties – from 10,000 dollar-a-night rooms to the more economical but equally elegant Paradise Cove, just off Rendezvous Beach West, a crescent of alabaster sand with million-dollar views of cerulean waters and the blue-green mountains of nearby St. Martin.

An A-list hotel on an A-list beach on an A-list island.

The A-List Island: Part B

But don't assume there's only one A-list island in the West Indies.

Barbados is a bastion of British colonialism, from Trafalgar Square to the Victorian splendor of Sunbury Plantation.

player in this trilogy, you can sunbathe at Trunk Bay, on a beach that Travel and Leisure rates as one of the world's top ten.

Or consider the more idyllic St. Croix to the south – a regular Robinson Crusoe island.

All you'll need is a man Friday – and maybe just one more rum punch.

Supernatural Sand

It's early in the morning on Grenada's Grand Anse beach. A couple jogs north, a gentle curtain of mist from the mountains softening their silhouettes like an Impressionist painting. Steep mountain slopes, dramatic as the sunbeams that spotlight this couple, are swathed in green.

From your perspective on a beach populated by big luxury hotels and intimate boutique inns, you can only draw one conclusion: Grenada is more than a natural wonder. It's downright supernatural.

The most popular beaches grace the west like an amber necklace. Soak up sun on Grand Anse or Morne Rouge. Venture to the flesh-coloured sand of Pink Gin beach.

Stay at the Rex Grenadian on Magazine Beach and do dinner at the Aquarium Restaurant, a gorgeous establishment built right into the cliffs, mere steps from water's edge.

Head for the southeast expanses of this island and discover a secret beach, a brown sugar sand oasis bisected by a gentle stream that flows lazily toward aquamarine waters in a bay protected by lush green promontories.

Or try Carriacou – boasting a tiny island composed of only sand and palms, a Robinson Crusoe of an island where you're really catch on to this whole supernatural vibe.

For in Grenada you feel like you've died and gone to heaven.

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Turner's Beach on Antigua's southwest coast is one of the island's best known stretches of sand.

Welcome to the civilized Caribbean.

Dining here is second to none – from The Cliff, high above the lee shore resorts to David's Place in St. Lawrence Gap. Think haute cuisine with seaside tables.

But it's still all about the beaches.

Sip rum where they invented rum, on a white sand beach sheltered from the east winds, nuzzled by waters warm as a bathtub and gentle as a morning breeze. Snorkel a coral reef in an Underwater Preserve mere metres from a historic church. Learn how to windsurf on the south shore where the Atlantic meets the Caribbean just off St. Lawrence Gap. Bake at Crane Beach, in the lee of an upscale resort built around a period plantation house, on another beach that's made the world's top ten list. Or simply marvel at the omnipresent and omnipotent squadron of waves assaulting the rugged east coast at Bathsheba, watching them swirl about towering wind-and-wave-carved stone statues.

When it comes to beaches – or anything else you'd expect from an island paradise – Barbados gets an A.

Sea, Sun, Sand (and History)

Here in Antigua the beaches are just the beginning, says Antigua and Barbuda Tourism's Erica Henry-Jackman, in describing another Blessed Trinity of sun-

drenched isles.

She has a point. Antigua is home to historic quays, to art galleries reclining in the shadow of Edwardian windmills, to a dockyard near the ruins of a Royal Army garrison where they hold a weekly rum party.

But the beaches are a pretty good starting point.

I often do a deep relaxation exercise, visualizing the perfect beach. For the sake of variety I see in my mind's eye twenty different beaches spread across the Caribbean. Ten are here.

There's Turner's Beach, where a covered restaurant mere steps from aquamarine waters offers wicker tables and chairs, white linen and silver. And seafood to die for.

Hawksbill reclines at the base of a cliff, sheltered by rust-coloured bluffs with vistas of five little islands that look like desert meeting paradise. You can find a beach where you can parasail, jet ski, windsurf, sail, or just baste in the sun sipping cocktails.

Sail to Green Island and hold hands with your lover promising another beach tomorrow – a year of tomorrows.

For Antigua is a beach a day island.



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A scurvy statue at Blackbeard's Castle overlooking the harbour in St. Thomas in the USVI.

fect trade winds to beaches only accessible by boat, the BVIs were a natural.

But this is only one gem in a king's ransom.

For sailing and Caribbean paradises go hand in hand.

If you're looking for high performance boats consider Sunsail. While they do offer skippered cruises, their ideal client looks for velocity made good, although if you're nervous in unfamiliar cruising grounds you can sign up for a flotilla.

The Moorings fleets tend to bigger boats – primarily Beneteaus – with a higher percentage of Catamarans. Go for the all-inclusive package with both skipper and hostess/chef. Or bareboat on a

vessel with all the bells and whistles, from generators to air conditioning.

Festiva Sailing Vacations caters to those who want some pampering, where the decision-making process is no more complicated than whether to do grouper on the grill or dine ashore.

They specialize in all-inclusive charters on a fleet of Lagoon 440 catamarans, plying the waters and pampering guests in the BVIs, St. Vincent and the Grenadines, the U.S. Virgin Islands, the Abacos and Sint Maarten.

Go sailing and you really get the island groove. Nothing like lowering the sails and dropping the hook off a beach that you dream about at night.

For then it hits you. Your recipe for happiness – your antidote to winter – needs but four ingredients.

Sun, sea, sand and sails. 🌊

A Thousand Virgins

Seeking to impress Ferdinand and Isabella, Christopher Columbus took one look at Virgin Gorda, glanced around this chain of something like forty islands, and named it for Saint Ursula and the thousand virgins.

Whether due to bad math or simply a predisposition for hyperbole, Columbus made the name stick – and uncovered an archipelago with so many beaches that look like they were made in heaven that you could never choose just one.

One finalist is the Baths. From an elegant bar high atop the hills of Virgin Gorda, you can see forever – the mountains of Tortola, the peaks of Norman and Peter Island.

Negotiate the steep path and come out onto a small but beautiful beach where massive granite boulders form both sculptures and sun-dappled cathedrals.

Consider the perfect sunset beach of White Bay on Jost Van Dyke. Re-hydrate with a Painkiller, served from a beach bar called the Soggy Dollar.

The north side of Tortola boasts Smugglers' Cove and Brewer's Bay, Cane Garden Bay with its congregation of bars

and haute cuisine restaurants and a surf-friendly beach called Josiah's Bay.

Soak in the sun on a stretch of sand, watching a majestic procession of yachts.



Drake Passage in the BVI is a popular cruising ground for sailboat charters.

For here is another draw. BVI is the bareboat sailing capital of the Caribbean.

And Sails

When Charlie and Ginny Cary made landfall in the British Virgin Islands they opened up a charter business. The rest is history.

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The Best of British Columbia Boating **PART 1**



Port Browning Marina and Resort has undergone a renaissance.

The Gulf Islands of British Columbia envelop a beautifully diverse cruising ground – an alluring and accessible pocket of paradise. Boaters will be charmed by each island’s distinctive character and lured by clean sandy beaches, sheltered bays, hideaway anchorages, spectacular sunsets and abundant wildlife. In addition, the area’s marine parks are unique to British Columbia’s coast and are often only accessible by water.

The popular cruising months usually fall between May and October when more favourable weather conditions prevail. Fuel, water and fresh produce are available at most major provisioning stops and many islands offer well main-

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

tained moorage facilities.

Finally, once on your cruise, the way to really appreciate the splendour and serenity of the Gulf Islands is to ease back the throttle, slow down your pace and fall into the easy rhythm of leisurely island life.

For visiting boaters, the Town of Sidney provides a wonderfully central area to charter a boat, meet up with family and friends and provision within walking distance of the marina. It is close to Victoria International Airport and is the terminus for the Swartz Bay ferry and the Washington State ferry.



Gulf Islands hot spots legend.

ry bus service to downtown Victoria and the spectacular Butchart Gardens.

At the Sidney Pier Hotel and Spa you can find relaxed waterfront dining, a heated outdoor terrace, a comfortable lounge, and a bustling café all under one roof. Spectacular food, warm, friendly service and seaside vistas – they do casual elegance well. A world-class aquarium, the Shaw Ocean Discovery Centre, is located in the Sidney Pier building and is

Sidney & Port Sidney Marina

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The busy main street of Beacon Avenue has a fine selection of shops, supermarkets, lively coffee bars and diverse bookstores, as well as a bakery, liquor store and post office. For a taste of local history, visit the Sidney Museum on Beacon Avenue. On Sunday afternoons in the summer months, live bands perform at the bandstand located next to the museum.



BC Ferries are part of Gulf Island Scenery.

With provisioning completed and the boat shipshape, it's time to hop onboard for the start of your Gulf Islands cruise. The passage northeast is well marked and will keep you clear of the ferry traffic entering and exiting the Swartz Bay Terminal. The first few stops will allow you to anchor, stretch your legs and become acquainted with two of British Columbia's well-preserved marine parks; both offer sheltered overnight anchorage.

Princess Island Marine Park, Portland Island

Charming Portland Island with its intriguing Kanaka (Hawaiian) history is perfect for a leisurely circumnavigation on foot. The two primary anchorages are Princess Bay in the south and Royal Cove in the north. There are good, well-marked hiking trails that take you around the densely wooded island and through the grassy meadow and historic fruit orchards.

Russell Island Marine Park

Just 2 miles from Fulford Harbour on Saltspring Island, petite Russell Island offers good protection from summer winds. Beach your dinghy on the brilliant, white shell isthmus that forms between the island and a rocky outcrop at its western end and take a leisurely stroll along the loop trail through shady old-growth forest and twisted arbutus to pocket shell beaches with crystal clear water and smooth bathing rocks.

A sturdy wooden boardwalk leads to the century-old, salt-box-style homestead with its rambling orchard and garden. Apples from the 120-year-old orchards are delicious and visitors

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are encouraged to taste the fruit and visit the homestead to learn more about the little-known history of the island's owner Maria (Ma-rye-ah) Mahoi who lived on the Island from 1902 until her death in 1936. Here she created a refuge for her husband and 13 children and a centre of community for neighbouring families who were, as she was, of mixed Hawaiian and Aboriginal descent. If you wish to spend the night in a marina, pop over to Fulford Harbour.

view towards Isabella Point and the gravestones from the many Kanaka (Hawaiian) family members are decorated with freshly picked flowers and garlands of seashells.

Following the southeast coastline, you'll pass Ruckle Provincial Park and Beaver Point before turning into Captain Passage and heading northwest into Ganges Harbour. In the busy summer months a steady stream of vessels and floatplanes file in and out of the harbour



Ganges Village, the heart of the Gulf Islands.

**Fulford Harbour & Village,
Saltspring Island**

Despite having the busiest ferry terminal on Saltspring Island, Fulford Harbour and Village is peacefully laid back. Fulford Harbour Marina provides day and transient moorage and has well-ordered amenities, including a designated visitor dock, a lookout gazebo and onshore BBQ facilities.

The village has a colourful assortment of enterprises: the historic Fulford Inn and Pub serves traditional, hearty pub grub while the Rock Salt Restaurant offers tasty and imaginative dishes using local and organic produce. The Morningside Organic Bakery and Café produces excellent breads, pastries, toasted sandwiches, fair trade coffee and speciality teas.

Don't forget a visit to the tiny Saint Paul's Catholic Church built in 1885 using local, Cowichan Valley stone. The adjoining graveyard has an expansive

and the anchorage is filled with a colourful array of visiting and local boats.

**Ganges Harbour,
Saltspring Island**

Located in the heart of the Gulf Islands, downtown Ganges is a fun stop with ample moorage at the two marinas and public wharf. Although the village has become an urban centre with full provisioning facilities, it presents itself to the visitor as a pedestrian seaside village. It has great shopping, galleries and a large selection of places to buy and eat good food.

Enjoy a promenade from Lower Ganges to kid-friendly Moby's Oyster Bar & Marine Grill at the head of Saltspring Marina – alternatively hop aboard the electric powered Queen of De Nile with its charming fringed canopy. Here you will find Harbour's End Marine and



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Centennial Park hosts the popular Saturday Market, where local arts, crafts and organic produce, rustic breads and farm cheeses go hand in hand. This vibrant and busy event is a must for boat provisioning. Continue your shopping spree through the downtown core; pick up a Saltspring map which lists retail shops and island events. Don't miss Volume II Bookstore, Salt Spring Books and Black Sheep Books, which incorporates Nick Bantock's gallery "The Griffin Room."

Thrifty Foods will deliver to the marinas and Mouat's Mall, the landmark green-and-white building, provides an eclectic purchasing experience. The Fishery, open seasonally, is owned and operated by commercial fishers and is a must for local Dungeness crab, smoked salmon and the catch of the day. Treat yourself to Harlans Chocolates, handmade on Saltspring.

Ganges has a wonderful selection of restaurants and cafés to choose from including the Treehouse Café (live music), Oystercatcher Seafood Bar & Grill, Shipstones Tap Room & Lounge (harbour promenade), Auntie Pestos (on the waterfront), Market Place Café (excel-

lent French cuisine), Bruce's Kitchen (farm to table) and Barb's Bakery & Bistro (fresh and friendly). The Local Liquor Store offers one-stop shopping with a good selection of wine and beer and a sociable waterfront patio.

From Ganges Harbour head northeast into the southern reaches of Trincomali Channel, between Saltspring and Prevost Island; enter Plumper Sound via Navy Passage (often great sailing), and anchor off Saturna Beach for a spot of wine tasting and lunch el fresco.

Saturna Beach, Saturna Island

Thomson Park is tucked in behind Saturna Beach. With its open meadow and leafy trees, it's the perfect day stop for walking, picnicking or just lazing on the grass. A couple of wooden benches provide visitors with a pleasant view over Plumper Sound. Saturna Island Vineyards is a stone's throw from the park and their wine shop and bistro, serving excellent casual lunches, are housed in a beautiful post-and-beam barn with a patio overlooking the waters of Boundary Pass and the San Juan Islands beyond.

A short hop west will take you to the recently upgraded Port Browning Marina on North Pender Island, the perfect spot to tie up for the night and enjoy a meal and something cool on the pub patio. ↵

In an upcoming issue, we'll highlight a few more stops from Port Browning to Sidney Spit Marine Park.



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CMD ZEUS POD DRIVES Transform Classic Trawler

FOR MORE than half a century, Grand Banks has delivered salty looks, spacious accommodations and impressive fuel economy to cruisers through its line of trawler yachts. The new Grand Banks 41 Heritage EU is powered by Cummins MerCruiser Zeus pod drives and while all the traditional virtues are there in spades, this yacht has gained a whole new level of performance and economy.

At idle speed of 1000 rpm, the Grand Banks 41 Heritage EU uses just 0.61 US gallons per nautical mile. With the 500 US gallon tank, this gives a 743 nautical mile range, yet cruising speed with the CMD Zeus system is 19.8 mph at 2400

By Andy Adams

rpm and the boat tops out at 3040 rpm doing 29.2 mph. That is really moving for a trawler!

Although Grand Banks has evolved their hull to a modified vee, it still has a substantial keel and the boat is no lightweight at over 40,000 lbs., so the CMD Zeus performance is all the more impressive. The engines are Cummins QSB 5.9s making 425 hp each. They are 24-valve inline 6-cylinder diesels with common rail fuel injection and they are compliant with the most stringent emissions levels. These run clean, quiet and without

smoke or smell.

In older trawler designs, the engines were under the salon floor driving straight shafts. The Zeus pod system puts the engines well aft so the mechanical noises are contained below the cockpit. The salon is nice and quiet underway. Also, this layout leaves a large storage and workspace under the salon, great for provisioning a long cruise.

The new level of performance possible with the CMD Zeus drives makes long distances more achievable and the speed adds a measure of safety as well when running offshore.

The Grand Banks 41 Heritage EU was

PERFORMANCE

TEST BOAT ENGINES

Twin CMD MerCruiser Zeus QSB 5.9 diesels, 425 hp each, inline 6 cylinder common rail diesel, 5.9 liter/359 ci displacement, turbocharged and after cooled, driving ZF Zeus pods with twin counter rotating aft-facing prop sets.

ENGINE (RPM)	SPEED (MPH)
1000	7.6
1200	8.9
1400	10.0
1600	10.8
1800	11.6
2000	12.7
2200	14.4
2400	19.8*
2600	23.0
2800	25.6
3040 (MAX)	29.2

*Cruising speed

Performance Data Supplied by
Grand Banks Yachts



One of the great virtues of a trawler like the Grand Banks 41EU is that they tend to come with huge flying bridge areas. This one certainly has room for everyone!

meant to run. It features two complete helm stations: one on the flying bridge and the other fully protected from the weather in the salon. This lower helm features optional twin Garmin GPS Map 4212 multi-function displays, SmartCraft Digital Throttle and Shift (DTS) controls with the joystick for docking, Vessel View digital engine display, controls for the Cummins Onan generator, the optional Garmin autopilot, Master Volt Inverter Charger, plus there is a Ritchie compass and optional Garmin VHF radio.

A classic ship's wheel is included and there is a comfortable helm seat with fold-down armrests and a fold-down footrest in teak on the cabinet below the helm chair. There is a starboard side cabin door by the helm and the three-section windshield includes serious windshield wipers.

Normally, you will want to drive from the flying bridge. On the Grand Banks 41 Heritage EU, there is a very large bridge deck that extends right back to the transom.

The upper helm has a second complete set of controls and instruments with

a gorgeous teak trim shading the instruments. There is a pair of swiveling pedestal seats for the captain and a companion. These are very comfortable with armrests and adjustable footrests. Of course, the view is 360 degrees!

A big Bimini top on stainless steel bows, available as an option, covers the seating area. I loved the sand-coloured non-slip flooring which helps to reduce glare and eyestrain. Coming up the stairs to the bridge there is a sliding hatch with stainless steel trim. On the port side is a bench with storage space underneath suitable for seating 2 or 3 people. On the starboard side is an L-shaped settee that could handle 6 or even 7 people. There is a removable dining table and more storage underneath the benches.

Aft of the seating area, remove the security chain and step out to a refreshment area where most owners will mount a grill and install a refrigerator and probably an icemaker as well. Our test boat also had a Steelhead SM800R lift for launching and retrieving a dinghy.

Other great exterior features on our test boat included a stunning teak swim

platform, teak transom, teak gunwale cap, teak decking, covered side decks, high side rails, cabin rails, serious windlass and ground tackle and a padded forward seat for sunning. I loved the massive, real transom door.

Inside, this is a yacht for those who love teak. From the teak and holly sole to the teak window trim and everything in between, the Grand Banks 41 Heritage EU is all about teak. A massive teak rail runs all the way up the centre of the cabin roof for secure movement in really rough conditions. A rich looking hi/lo pedestal

SPECIFICATIONS

Length Overall	46' 2" / 14.05 m
Beam	15' 8" / 4.77 m
Weight	40,200 lb. / 18,235 kg
Fuel Capacity	500 gal. / 1,893 L
Water Capacity	195 gal. / 738 L
Holding Capacity	51 gal. / 193 L
Price	N/A

Test boat provided by
CMD MerCruiser
www.cmdmarine.com

Price quoted by Grand Banks Yachts
www.grandbanks.com



Our test boat was equipped with twin tub chairs that are comfortable but can also be moved to serve as additional seating in the dining area. We loved the high/low teak dining table with its foldout leaves.

table with folding leaves and fiddles sits by the port side settee. Opposite are two tub chairs.

Ahead of that is a "grand" U-shaped galley running up the port side and across the dashboard top. The counter

has raised edges, it is finished in magnificent joinery work and the dashboard top features a pair of cutlery and utensil trays under teak covers. Strangely, there was no support or strut to hold the lid open.

There is a big, deep single-stainless

steel sink under heavy ceramic covers with chopping blocks on the undersides. The Eurokera three-burner stovetop has adjustable potholders (yea!) and the test boat had a Sharp convection microwave. We were impressed by the large storage areas, roll-out bottle and shelving racks and the trash container/paper towel area under the counter.

Opposite under the helm seat are three big drawers fitted for the dishes and glasses. Aft of that is another cabinet with a rollout bin; our test boat had an ice-maker there too. Yet another teak cabinet is aft of that again and the adjustable shelves have fiddles. This would be perfect for books or even bottles. All around are windows and lots of daylight. It's a terrific galley!

Also, the teak is all matched grain so the wood grain flows from the cabinet doors to the framing. It is all lovely but the labour component must be staggering. A white headliner helps to carry the daylight around the boat, preventing it from seeming dark or closed in.

Down a few steps is the master stateroom with queen island berth, hatches and portholes, cedar-lined hanging locker and a rollout bin underneath the bed.

Grand Banks wisely chose a large single head that has opening portlights and lots of space plus a separate enclosed shower stall and gorgeous teak grate floor in the shower. There are three mirror sections on the medicine cabinet and it is all spacious and beautiful. The fabulous teak and holly flooring extends into the head and around the MSD. It looks grand but I might have chosen easy-to-clean fiber-

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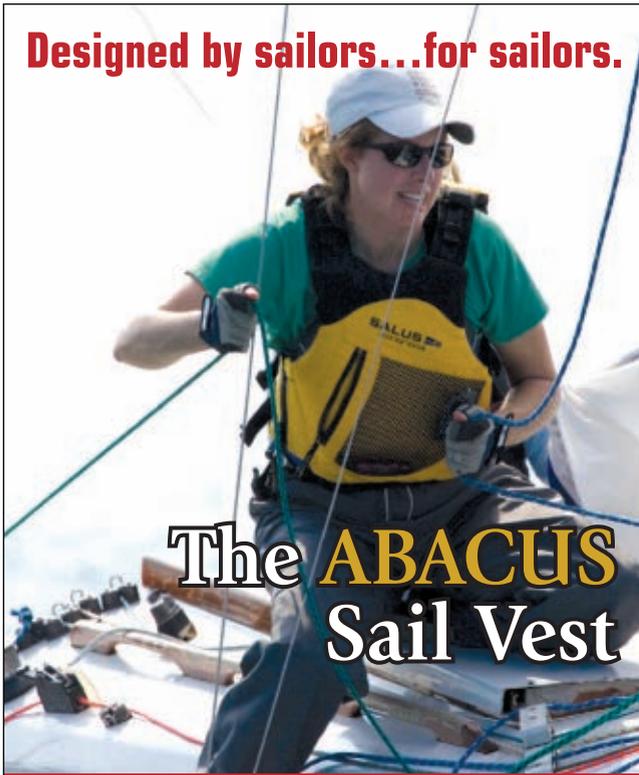
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Not only does this boat feature a galley design that allows the chef to enjoy a main deck view of the world, but Grand Banks has found foldout racking to make use of every square inch of space.



This shot of our test boat shows the sliding cabin door on the starboard side and the amazing expanse of cabin window. This cozy interior helm station will make sure that inclement weather doesn't keep you tied to the dock.

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glass or ceramic there.

The guest stateroom is equipped with twin berths and a filler to make up a queen if you prefer. This stateroom enjoys a hanging locker, air conditioning and two opening port-holes.

Overall, this boat is more about living and the above deck spaces. Even for older people whose mobility may be limited, the Grand Banks 41 Heritage EU welcomes you around the side decks, to the bow, up the flying bridge stairs and for most people, the covered aft cockpit will be the most comfortable place on board. A couple of folding deck chairs are the perfect accessory.

In accommodations, fit and finish, the Grand Banks 41 Heritage EU is everything you would expect but the CMD Zeus pod drives, the high top speeds and the convenience of "Skyhook" station-keeping, automatically deployed trim tabs and joystick docking all make this a sort of "trawler plus" proposition. Quite impressive! 🐟



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REFINING THE Express Cruiser Gold Standard

IT COULD BE ARGUED that the express cruiser line from Sea Ray – the Sundancer series – is a sort of an international gold standard.

There have been many built and sold around the world compared to competing yachts in this size and price range. Add to that, Sea Ray's history starting back in 1959; this may be the most established boat brand in the world. While that is good for owners, it poses a challenge for the designers and builders at Brunswick Corporation's Sea Ray factory; how do you keep it fresh? How do you stay ahead of the boats from other builders who would be glad to be in Sea Ray's market position?

It has to be a process of refinement. You can't risk starting with a clean sheet of paper. The heritage and brand position is a big part of the attraction for buyers. So what are the refinements in the newest Sea Rays?

When we stepped onboard our Sea

By Andy Adams

Ray 470 Sundancer test boat in Fort Lauderdale last October, there was one area of refinement that was obvious immediately: the big sliding electric sunroof sections drew our eye right away. Not as obvious but very effective were the twin power-opening windshield sections that brought in a grand blast of fresh air. Then we noticed the electric side windows. Like your car, one touch of the button and up they went.

Not visible but extremely important were the twin CMD MerCruiser Zeus QSB 480 engines with their pod drives. The Zeus logo is on the transom and the SmartCraft controls are on the helm beside the joystick docking control. That is a refinement most buyers are looking for today – effortless docking, even in windy conditions.

Performance is another thing you

can't see but you certainly can feel it! Our test run was out on the Atlantic in slightly windy and rough conditions with random pattern rollers just outside of the channel. The Sea Ray 470 Sundancer was impressively level and soft-riding. I realize this is a big boat but even at that, wide-open throttle was no problem and no one was uncomfortable.

The CMD MerCruiser Zeus QSB 480

SPECIFICATIONS

Length Overall	47'3"/14.40 m
Beam	14'4.27 m
Weight	28,500 lb./12,928 kg
Fuel Capacity	350 gal./1325 L
Water Capacity	100 gal./378 L
Holding Capacity	42 gal./159 L
Base Price	\$924,078 US

Test boat provided by
CMD MerCruiser

www.cmdmarine.com

Price quoted by Skyline Marina
www.skylinemarina.com

PERFORMANCE

TEST BOAT ENGINES

Twin CMD MerCruiser Zeus QSB 480 diesels, 480 hp each, inline 6 cylinder common rail diesel, 5.9 liter/359 ci displacement, turbocharged and after cooled, driving ZF Zeus pods with twin counter rotating aft-facing prop sets.

ENGINE (RPM)	SPEED (MPH)
600	5.3
1000	8.2
1200	9.4
1600	10.8
2000	12.4
2400	21.3
2800	29.2
3200	35.3*
3400	38.2
3600 (MAX)	39.0

*Cruising speed

Performance Data Supplied by
Sea Ray Boats



The super high-gloss cabinetry that appears throughout our test boat does an amazing job of reflecting the natural light on a sunny afternoon in the elegant master stateroom.

engines were quiet and just simply got the job done. Onboard were several engineers from the CMD MerCruiser organization. Their tests indicated the best cruising speed was 3200 at 35.3 mph and top was 39 mph. That is really tearing along for such a spacious big boat!

Acceleration was impressive as well. It takes a couple of seconds for the big diesels to come on the turbo boost and then away you go. A big load of passengers and gear for an extended cruise will not bog down the CMD Zeus-powered 470 Sundancer. Credit should also go to the Zeus drives that have automatic trim tabs. They trim to optimum with no driver input. The tilt wheel was very nice and the driving position was excellent with good sight lines and visibility all around. We especially liked to rest our hand on the SmartCraft digital throttle and shift box to run the boat with the one single lever. It makes accurate speed control much easier.

Easy docking is another big feature with the Zeus joystick maneuvering system. First, coming into the close quarters of the marina, we used the "Skyhook"



With an opening porthole, spacious storage and thoughtfully located handrail, the guest head is very accommodating. We especially liked the fiberglass liner to ward off spills and the large mirror, well positioned for shaving and makeup.

station-keeping feature that ZF and MerCruiser pioneered to stop outside of our slip while we hung fenders and lines before approaching the pier. Then the Zeus joystick system let us pivot and move in any direction with solid control

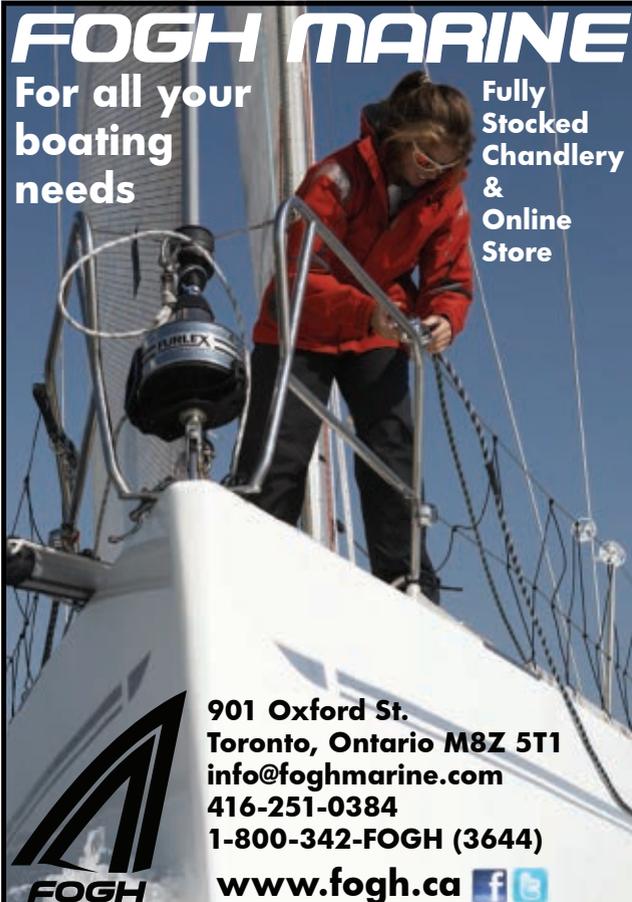
to gently snug up to the pier.

From the expanse of decking forward that carries the ground tackle and two sun recliner seats to the huge fiberglass swim platform, the topsides on the 470 Sundancer welcome guests. There are good side decks and well-placed handrails all around but the stern is where most people will gather. The transom treatment includes shore power cable storage, lockers for bulkier items and a boarding ladder under a cover. The whole aft seat lifts electrically to access the engine room. A hydraulic lift is also available for the swim platform so you can launch and retrieve a dinghy easily with a fairly wide walk-through transom gate.

That leads into the spacious cockpit with L-shaped seating on the starboard side and an elaborate refreshment area opposite. This includes a sink in the counter, an Isotherm refrigerator; and the test boat had a trash locker and handy storage area for the barbecue grill and cover and two removable cockpit tables. This is a wonderful open entertainment area and a big part of the 470 Sundancer's appeal.

The bridge is up one step from the

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The wood and upholstery of the salon has a downtown penthouse elegance that we really liked. Wooden blinds can block out the view through the hull side windows.

cockpit and includes an adjustable, doublewide helm seat with bolster and folding armrest. Sea Ray did a great job with the driver's ergonomics. There's a wood-trimmed tilting steering wheel and we particularly like the overhead array of analog instruments. At the helm was a pair of Raymarine E120 wide screens, a SmartCraft Vessel View screen and the previously mentioned MerCruiser digital throttle and shift (DTS) control box. The driver is also treated to well-placed footrests.

To port is a small L-shaped seat good for two or three people and the impressive sliding electric glass sunroof sections split down the middle. Each can be operated separately. With the opening windshield and side glass sections, this feels like open-air boating without the inconvenience. You can even run the bridge heat or A/C!

There is climate control throughout the 470 Sundancer. The salon is down five steps from the bridge and our test boat had a rich dark-finished cherry wood interior with super high gloss cabinetry throughout. (See Canadian Yachting July 2010, page 32 for a story on the Sea Ray woodworking shop – it's state of the art.) The finish is most impressive with a "downtown penthouse at night" feel but buyers can also select the lighter cherry finish or a matte finish if they prefer.

There's a big couch in the salon suitable for five or six people. We really like the hull side windows and handsome wooden Venetian blinds; they add nicely to the elegance. A pair of floor-to-ceiling mirrored panels highlighted this area that boasts 6' 4" headroom throughout.

The galley is a very usable area with big stainless steel sink, designer tap set, a handy safety feature in the form of a edge-



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It is surprisingly practical to have a pair of single berths in the mid cabin. Whether accommodating two kids or two adults, everyone can be comfortable and there are opening side portholes, good storage and a head.



While the helm is beautifully laid out for driving enjoyment with tilt steering and a thoughtful overhead cluster of analog instruments, the most important elements in this photo are the electrically opening windshield sections, side glass and separate port and starboard sunroof sections.

mounted grab rail. There are two big overhead lockers, a two-burner Eurokera ceramic stove top, three nice lift-up lockers overhead with locking mechanisms to hold the doors up in the air. There is a Sharp microwave convection oven, an impressively large Isotherm refrigerator/freezer combination, two more bins and storage under the sink. The 12-volt electrical panel is also hidden in the kitchen cabinetry.

The owner's stateroom has a queen island berth with inner sprung mattress, port and starboard cedar-lined lockers, six side lockers and two bins under the berth. There's a separate head compartment for the port side with really nice vanity and granite counters, opening porthole and a large mirror. There's also a separate shower on the starboard side with a mirrored door.

The mid-cabin features two single berths, air conditioning, a flat screen TV and a big hanging locker. There is a sink and a makeup table plus an enclosed head with handheld shower with a fold-down seat that covers the MSD.

Everything a buyer expects is there, plus the latest refinements in comfort and especially in performance and joystick handling thanks to the CMD MerCruiser Zeus system. Check out the Sea Ray 470 Sundancer at the boat shows this winter!

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Comfort and *Class* UNDER 40'



By David McPhail

FOR 2010, the Glenn Henderson/Ron Humphries designed 39 Hunter replaces the 38. Everything that made the 38 so popular and desirable has been retained in the new model and many new features have been incorporated into the 39 to raise the bar substantially.

The new model although similar to the 38 maintains its beam much further aft than did the 38. This gives the boat better performance and a larger cockpit further enhanced by the twin steering wheels.

The new hull design provides a large swim platform that makes boarding simple and extremely safe. A split swing gate gives more than ample access room; in two steps you are in a flat floor cockpit except for the bevelled area for each of the wheels.

Topsides, two coach top windlasses are readily available for releasing and setting sails. Two larger winches are located on the port and starboard sides of the

boat just forward of each of the wheels for complete sail control while underway. All are self-tailing by Lewmar.

Movement forward is easy because of the wide walkway areas. Double lifelines run the length of the boat from the stainless steel stern rails to the stainless steel bow rails. In fact, movement anywhere on deck is easily managed and very safe with flat surfaces; the distinctive non-skid patterns make footing totally secure.

The mast is deck-stepped with a stain-



The head is bright with a well-appointed vanity.

less steel compression pole below. Typical of the Hunter rigs is a fractional design by B and R. The headsail is smaller than on other 39-foot boats and with the twin helms, the visibility is clean and clear forward.

Once below, the galley is immediately to right on starboard. It is a very large L-shaped area with more than ample counter space to allow for the preparation of the most elaborate meals or simple snacks. There is plenty of storage both over the counter and below it. There is a microwave, coffee maker and the propane stove/oven is fully gimbaled.

The stainless high-polished, double sink is situated to enable the chef to face and converse with guests. The fridge/

freezer is over-sized and located under the sink. The tea rail on the Corian counter of the 39 is through-bolted with a stainless support pole on the corner of the galley counter.

The aft bulkhead of the galley houses the door to the aft cabin on the Hunter 39. This aft cabin includes a large double

bed along with a large head/shower vanity that is shared with the main salon; there is an option for two staterooms aft for more sleeping accommodations. Suffice to say, that although full headroom is not possible, there is plenty to make the room comfortable without feeling claustrophobic.

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SPECIFICATIONS

Length Overall	39'5" / 12.01 m
Hull Length	38'9" / 11.81 m
Waterline Length	34'8" / 10.57 m
Beam	12'11" / 3.94 m
Fuel Capacity	36 gal. / 136 L
Water Capacity	75 gal. / 284 L
Holding Tank Capacity	25 gal. / 94 L
Water Heater	5 gal. / 19 L

Test boat provided by
True North Yachts
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The L-shaped galley allows for unencumbered access to the master quarters. There is plenty of hanging locker space and storage for even the longer cruises one can take on the new Hunter 39.

On the port side to aft is the salon access to the head. You enter into a large, bright, well-appointed vanity and the wet

head is next in line. Although the toilet and the shower share the same space, this is very normal and a small price to pay for the beautiful interior and the living space provided in this boat.

Immediately forward of the head and still to port is the nav station. It is larger and more functional than on the



The nav station is larger and more functional than on the 38.

38 and repeater stations can be provided for the main electronics and navigation equipment.

Forward of the nav station is a large settee, which could form an additional large berth if required. This comfortable seating space is immediately across from the large U-shaped dinette and lounge seating area. The beautifully finished high gloss table is extremely large and the well-planned seating on the aisle side of the table provides seating at the table on all sides. This means a large number can easily enjoy a sit down dinner on the Hunter 39.

The main salon is large and open. There is a compression pole support for the mast just aft of the salon's bulkhead that adds to the look of the salon. The raised cabin (coach) roof has teardrop-

continued on page 77

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Flexing Our Mussels

AT THE MUG & ANCHOR, MAHONE BAY, NS

By Andy Adams

YOU'LL NEVER HEAR the Galley Guys complain as they go about the important task of meeting interesting new people, traveling to the world's great yachting destinations and sampling the local beverages and cuisine. Although, I want you to know that I had to go it alone recently when an invitation to visit Canada's East Coast arrived.

Founding Galley Guy Greg Nicoll was already off to New York while John Armstrong, the newest addition to the team, was somewhere in South America – whatever!

Bravely boarding an Air Canada flight to Halifax alone, with nothing more than my carry-on and a briefcase, I made my way east. Thankfully, the Executive Director of the Atlantic Marine Trades Association, Pat Nelder met me at the airport and proceeded to mount an impressive and enjoyable late fall tour through some of Canada's most historic boating areas: Halifax, Mahone Bay and Lunenburg.

The highlight of the adventure was to be a gathering of interesting friends, characters and fellow boaters at the Mug & Anchor in Old Mader's Wharf on the waters of Mahone Bay. In spite of the dropping temperatures and a little early season swirling snow, the beauty of the area was barely diminished. Any of our readers who have traveled to Nova Scotia [or who were born there] know just how lovely it can be.

One of the highlights of the trip was visiting Michele Stevens Sailloft at the



In late fall the Mug & Anchor at Old Mader's Wharf has a cozy inviting look that welcomed us in.

end of Second Peninsula Road where her century-old sailloft and family farm enjoy an incredible 320° hilltop view of the ocean and the islands.

The area is famous for fishing and seafood. The Galley Guys' mission was clear: sample the locally grown mussels...wash them down with the local brew...have fun doing it.

Francine O'Hagan and her husband Ron Himmelman who own Old Mader's Wharf and who, for the past 22 years have operated the Mug & Anchor Pub on the second level, made arrangements with Peter Darnell who owns and operates Indian Point Marine Farms, a short distance away.

If you have any plans to cruise the East coast, keep the Mug & Anchor in mind. The deed to the property is so old that it extends 150 feet out into the water and this year the owners are adding more dock space to Old Mader's Wharf so their customers can arrive by boat, as was the tradition.

The pub has a charming atmosphere with original post and beam construc-

tion, a harbourside deck and cozy fireplace. More importantly, 16 draft taps dispense an impressive assortment of local brews as well as signature products and British ales including Guinness. The food menu is very extensive. The Mug & Anchor is a certified Angus beef specialist and also features local seafood such as Lunenburg scallops, Comeaus haddock and Indian Point Mussels. It's all reasonably priced too.



Galley Guy Andy Adams spent a good part of the evening with ABYC educator Ed Sherman who was in town teaching courses through the Nova Scotia Boat Builders Association.



Pam Birdsall, the local MLA demonstrates to Andy how to use a mussel shell as a pair of tongs, first removing a mussel from the shell, then dipping it in the garlic butter and eating it without losing a drop.

Good thing too because Mahone Bay harbour is full of boats in summer and they all need to eat!

A great Mug & Anchor tradition is called "Load of Fish" which is the name of an event held every month on the last Thursday. Local musicians come from all around the area to try out their material and entertain the crowds. A brand new plug-and-play sound system has just gone in to make the evening even more enjoyable and the proceeds benefit organizations like the Mahone Bay Center.

Old Mader's Wharf also includes the ground floor Emporium where goods from 100 different vendors, artists, antique and vintage jewelry dealers and art attracts Halifax visitors, local people and tourists.

Once there, you have to sample Peter Darnell's Indian Point Mussels! The best partner we found for those mussels was the Alexander Keith's Late Harvest Ale, a dark amber draught served in pitchers that was full-bodied and sweet enough to play nicely off the salty mussels.

Indian Point Marine Farms Ltd. has been growing mussels in the waters of Mahone Bay, Nova Scotia since 1982 and Peter Darnell is president. It is a small family-owned business and they take great pains to ensure the quality of the mussels, the sustainability of the business and to maintain the water quality.

My evening began by talking to Peter as we dug into the first of many platters of steamed Indian Point Mussels.

Peter said all of Atlantic Canada has great mussels and like fine wines and their "terroire" Peter talks about his "meroire" - the local waters that give the mussels their distinctive flavour. His Indian Point Mussels are very nice and salty. He is also a part of the "Slow Food" movement - check out their blog spot at www.slowfood.com.

Sitting opposite Peter was Pam Birdsall, the owner of the Pottery Shop and now the MLA for the Mahone Bay area. Harry Covert is her husband, a retired teacher. Pam witnessed me struggling with my first mussel and immediately demonstrated how the local folk use one open mussel as tongs to gracefully extract the next delicious steamed mussel, dip it into the drawn garlic butter and pop it into their mouth without dripping a drop.

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From the extreme right is Terry Conrad then Pat Nelder seated beside Ben Verburgh, Derek Hatfield's father-in-law and beside him Michele Stevens of the Michele Stevens Sailloft, Dr. Krista Watson, Captain Phil Watson and barely visible, Michele Stevens' husband Ed. Looking shocked in the foreground is Ed Sherman from ABYC and he is blocking our view of Keith Nelder, boat builder.

Other guests included Pat Nelder, Executive Director of AMTA who organized the occasion, her husband ABYC boat builder Keith Nelder, also former program manager of the Cape Town South Africa Boat Building Academy, Joe Feeney, Mayor of Mahone Bay since 1988 and past chairman of the Wooden Boat Festival with his wife Barbara Feeney. Joining us were Karl and Susan Naus. Susan's mahogany whale sculptures are internationally recognized.

David Devenny is deputy mayor and now chairman of the Mahone Bay Wooden Boat Festival which last year became the Mahone Bay Regatta and Pirate Festival. As he describes himself, "I'm the closest thing we have to a harbourmaster".

Bryan Palfreyman explained the Mahone Islands Conservation Association, MICA. www.mahoneislands.ns.ca. He had an important message for our readers that MICA is a conservation association dedicated to bringing a number of the Mahone Bay islands back into public ownership in order to conserve them for all to enjoy. Cruising boaters and yachtsman visiting the area can visit the MICA islands and even camp there. Check the web site for details.

Philip Watson and his wife Dr. Krista Watson also attended. Philip is the captain of the Bluenose II which is now decommissioned for a complete and extensive restoration. Philip has been Captain since 2001. *Canadian Yachting* readers with teens will be interested to learn that they hire a new crew to sail the

Bluenose II every February. On April 1, the crew arrives for 6 to 8 weeks of refitting and training, and then they become one of the deckhands for the season as it takes visitors, tourists and dignitaries out for a sailing cruise. Anybody who's interested can apply through the Fisheries Museum in Lunenburg. The Bluenose II is expected to re-launch in 2012.

We just don't have enough space to really recognize everyone who joined us that night but why not plan your own visit to Mahone Bay? You never know who you'll meet there! 🐾

FAST FACTS

- www.mugandanchor.com
- www.mahonebay.com
- www.mahonebaycivicmarina.ca
- www.mahoneislands.ns.ca
- www.indianpointmussels.ca
- www.slowfoodns.blogspot.com
- www.tallships.ca/sailloft

Handling Mussels

- Look for a pack date on the tag. Mussels are good for 5-8 days
- Keep cool by refrigerating at 1° to 4°C- but don't freeze.
- If using ice, place on top- it keeps mussels cool and wet. Remember to keep mussels well drained.
- Mussels need to breathe, so don't pack in airtight containers.
- Cultivated mussels may gape but should close when tapped or squeezed.
- Discard any broken shells or 'mud' mussels. Rinse mussels in cold water before cooking.
- Mussels should smell good, with a fresh sea aroma, if they don't something is wrong.

For more information, check out: www.indianpointmussels.ca



Recipe

- Rinse 4 quarts of mussels
- Pull off the tuft of fibers that attach each mussel to its shell, cutting them at the base with a paring knife
- Discard any that do not close when you handle them or have broken shells
- In a large pot, boil 2 cups of wine with 2 cloves of minced garlic, 1 onion chopped, a bay leaf, ¼ teaspoon of thyme and 1 tablespoon butter
- Add mussels and cook just until shells open; 3 to 4 minutes. Do not overcook.
- Remove mussels from sauce and return liquid to pot
- Add another 2 tablespoons of butter, heat until melted and pour over mussels to serve

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Zac Sunderland Shares His Circumnavigation Story in Toronto

Canadian Yachting, who will be introducing Zac at the Toronto International Boat Show interviewed Zac last week. This is what he had to say!

CY What was the single most thought driving your decision to circumnavigate the world?

Zac The decision to sail around the world really started when I was only six or seven years old. My family had me read the book by Robin Lee Graham, an American sailor who set out as a teenager to sail around the world alone in 1965. He wrote a book, *Dove*, about all of his adventures and all the amazing places he visited. The book was really my inspiration.

CY After financing the purchase of your boat, Intrepid with your very own hard-earned money, what was the next biggest challenge for you before departing?

Zac Getting all of the systems set up. You need a lot more equipment on board if you're cruising single-handed. It was important that I learn all of the systems. My dad and the other guys here gave me help with that.

CY What was your biggest fear?

Zac My biggest fear was that I hadn't finished learning about all of the systems before I pushed off. In fact, I hadn't slept in a day and a half before my departure. The big thing is sailing out "off-the-shelf" and into blue water. That's totally different. I had a lot going through my mind during that first leg to Hawaii. One of the hardest things was getting used to the loneliness.

CY What was the #1 highlight during your circumnavigation?

Zac There were so many. I guess the first one that comes to mind is the day that I first saw the green hills of Hawaii. That was a great feeling. Also returning home

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from the trip successfully. But, there were so many other great moments.

CY And the lowlight?

Zac I had some close calls out in the ocean but actually no equipment problems or anything until a rogue wave wiped out all my electronics. They just got soaked with salt water and the most critical thing was that I lost the radar and the autopilot. Just two days later my satellite phone died so I guess that was really the low point. Once I had lost those systems, I had to try and wake up every 15 minutes to figure out where I was and keep the boat going.

It was a great feeling to see St. Helena. I've heard that it is the second most remote place in the whole world. (It was the island where Napoleon was exiled.) It has no airport but a ship comes every few weeks. 3,000 people now live there. I was stranded there for nearly four weeks waiting for parts to repair the autopilot. Finally a friend of mine, a 24-year-old woman who is about to be the youngest Polish girl to ever sail around the world, sailed to meet me and was able to give me the parts I needed.

CY Would you do a circumnavigation again?

Zac Definitely. Actually, we're planning a trip now. I wouldn't do this again single-handed. I want to go with friends

and share the adventure. Being the youngest American to circumnavigate the globe is not really that important to me. It's the experience of going to amazing places that other people can't get to by conventional means.

CY What inspires you today and why?

Zac It's really the adventure itself that inspires me. It's hard to explain the feeling you get. It's just great.

CY Who do you want to inspire and how

Zac I think it would be great to see more people get into sailing. I've spoken of a lot of yacht clubs, to the junior sailing schools and other people too. Four or five people have already contacted me to tell me that they have been inspired by my story to take on their own solo circumnavigation. I think that's exciting and I wish them success.

For me, sailing is an amazing kind of "up" and I like to tell people of all ages that there is no time like the present to decide you're going to get going and do it.

www.zacsunderland.com

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Gimme Shelter

CUSTOMIZED CANVAS CREATIONS

By Andy Adams

WHERE THE 1950S couple would be the colour of varnished mahogany by the end of the season from boating in the sun all summer without sunscreen, today's smart boater has watched their parents deal with skin cancer and not surprisingly, shade now has real value.

So, gimme shelter. The question is what is the most convenient way to get it?

The powerboat designers are rapidly moving to full hardtops and sedan cabins with sliding sunroof treatments and air conditioning, but most boats – power and sail still need a canvas cockpit enclosure.

Canadian Yachting went to Island Canvas in Toronto to get the latest in customer requests from owner Abby Prothero. She told us, "Power boaters may be moving away from canvas but we still find that many want the freedom of the fresh air. Closed-in boats may be more of a trend than an enduring change. People do want convenience but they come to us looking for both sun protection and fresh air."

She told us that in terms of material, Sunbrella is it; there is no challenger for now but a new trend is to add Phirtex PVC mesh window coverings in either a tight mesh or more open weave depending on whether you want shade or privacy. You can still see out but people can't see in during daylight.

Another request that Island Canvas is getting is for turnlock-fastened covers over the Isinglass cockpit windshield in keelboats. Using a cover 50% of the time greatly extends the life of Isinglass and adds privacy at dockside.

Another growing trend is screening for bugs. Abby estimates that among her customers, 90% of the boats are now

screened. She chuckled at this too, because screening can be a lazy solution. You just roll it up for fresh air and you never really take the canvas down. In the summer heat, you get shade and ventilation. Plus, you keep the kids secure, undercover and out of the burning rays of the sun. Ultraviolet is a big issue. Dodgers now have a snap on front covering to cut that down.

Ultraviolet is an issue for thread as well. It attacks the thread making the fibers brittle and while your cloth may



are buying flatscreen TV covers. We are getting lots of requests." Considering this for a moment, we understand a cover for a cockpit TV but it seems people are buying covers for dust and moisture protection inside. We are not sure about this one.

But, getting away from webbing straps makes real sense. Abby has found that as sailboats become more and more beamy, they need stainless steel frameworks and stanchions. Steel posts are much better on a boat with a 14-foot beam. And, across that width, straps can't hold the top up. Stainless supports are needed.

still be reasonably strong, when the thread goes, the seams rip open and the top loses much of its value. Gore is the company who make Gore-Tex and they have introduced a thread called Tenara. It has great resistance to UV and weather deterioration. On a nice new boat with Sunbrella canvas, it would be well worth the cost but Abby (who has it available) finds that the added cost is not always within the customer's value equation.

Getting good value is important, so logical purchases seem sensible. Then Abby says, "I can't believe this – people

Abby Prothero at Island Canvas in Toronto Harbour told us that Sunbrella material is it; there is no challenger for now, but a new trend is to add Phirtex PVC mesh window coverings for shade and privacy. Another request is for turnlock-fastened Phirtex covers over the Isinglass cockpit windshield in keel boats.

Outside stainless steel grab handles are still big. When getting around the decks, people need something to hang onto and they are going to grab the top anyway. Give them a proper grab handle.

At Island Canvas, they do boat interiors and upholstery as well as exterior canvas. A popular upgrade is for a more

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It is so well integrated that you barely notice the stainless steel handrail on this Hunter 38 but it adds greatly to safety and convenience. Island Canvas gets frequent requests to install these.

comfortable mattress than the stock model. Abby's people often upgrade from the standard mattress to a 3 or 4-inch firm foam core to which they laminate layers of Quadex for a pillow top affect that offers more support.

Another trend she is seeing is that while the latest vinyl materials do a great job of passing for real leather while being



This Wellcraft looks great with new canvas, but it's an old boat. Screened side sections just roll up for fresh air and a separate zip-out front section allows maximum air intake while maintaining sun protection over the whole cockpit.

weather and water resistant, people are starting to move back to cloth upholstery looking for more comfort in both the heat and in the cold.

Another trend that Abby's people are seeing are people redoing their whole interior because that is cheaper and possibly better than actually going out and buying a new boat. In the current market, she's seeing that some people are having difficulty selling their used boats for good prices anyway and some owners already have a boat they really like so why not freshen it up with a new interior?

The key point that Abby makes though, and this is on behalf of canvas and upholstery craftspeople all across Canada – do the work over the winter. The prices will be better, the craftspeople will not be rushed and you suffer no loss of use.

There is one final point that Abby wanted to register. Invest in a re-usable winter storage cover – shrinkwrap is a big



Why shrinkwrap when re-usable covers can pay for themselves in only 2 1/2 years? Abby suggests a re-usable winter cover using Odyssey, a lightweight coated polyester material that is very strong, but breathes better than shrink and can have an access door too. Drape over using sandbag weights.

environmental issue and a major expense too. While many big boat owners are paying \$700 to \$900 to shrink a yacht, Abby suggests they drape over a low profile cover held in place with sandbag weights. Re-usable covers can pay for themselves in only 2 1/2 years. Odyssey is a coated, polyester, lightweight material but it's very strong. The weather protection is good but it isn't sealed as tightly as shrinkwrap. It breathes better although it's not like old-fashioned canvas. But, she can fit an access door and everything. She closes by sharing the observation that buyers are now more educated on the new features and design ideas. Abby is getting lots of new clients. Although after 19 years of running her company, people are coming around for replacement canvas now. And, many have seen someone else's boat and decided that they want that too.

Today, more than ever, people realize that they sometimes need some shelter and canvas still offers a wide range of options – just get going soon! 🐾

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The qualities admired in Catalina's award-winning 445—versatile, fast, comfortable, spacious and safe—formed the basis of our newest 35' 5" vessel. Presenting the all-new Catalina 355, a new hull design with a long waterline, moderate beam and freeboard, and a handsome low-profile cabin structure.

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Some features inspired by her predecessor are an articulating forward berth with innerspring mattress, a dedicated filter locker, large cockpit locker with gull wing hatch and available quad-leaf folding table.

The 355 is fast and comfortable with qualities proven in its pedigree that are sure to win you over.



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Shopping for Radar

ACROSS CANADA, boat show season will be starting soon with major shows in Toronto, Vancouver, Montréal and Halifax plus smaller shows across the country. The fastest pace of development and new product introductions is in marine electronics and the changes in recreational boat radar are among the most dramatic.

Real standalone, small boat radar is now available for under \$2,000 and for fishermen and cruisers who might get caught out in darkness, or in weather like fog or rain, a radar system can be a critically important investment in your safety. If your boat has an older radar system, you may want to look at upgrading to some of the new technologies because the advances in performance are remarkable.

Every boat show will have displays of the latest marine electronics and with so many new features and innovations, you will want to shop around extensively. There is plenty to choose from!

Starting with a bit of background, RADAR is an acronym meaning RAdio Detecting And Ranging. Radar is a device which measures not only the time it takes for a signal to be reflected back from an object but also that object's bearing relative to your position. No other piece of marine electronics gives you as much information about objects around you as radar does.

While radar is the ultimate anti-collision aid, it also provides information about the location of neighboring vessels, coastal outlines, channel markers and objects in the water. The better X-band systems have the range to track a weather front that may be approaching. Radar helps you avoid a loss of "situational awareness" because of poor visibil-



Garmin's new GMR™ 404 xHD and GMR 406 xHD open array radar scanners are ideal for the budget conscious captain who demands more performance than a radome can provide. With four kilowatts of power output, these dual-speed scanners give a 72 nautical mile range with nearly eight times more signal processing bandwidth.

ity or darkness. With radar acting as your eyes, you can monitor your surroundings and the movement of other vessels. Most units have an alarm feature that alerts you when a target enters a zone that you have identified.

These are all good features and there is plenty more too.

There are three main types of recreational marine radar on the market today: a traditional type of analog open array radar similar to what you would see on a large ship; the new HD digital units using either a radome or an open array; and the most radical technological departure, the broadband radar units which use a small radome.

While the standalone units are affordable and ideal for smaller boats, as you move up in size and features, you can choose a radar system that integrates radar functions with your suite of electronics – what we like to call your glass helm.

Look for a radar system that works through a multifunction navigation display that includes integration with GPS, sonar, Automatic Identification System (AIS), weather information, digital switching and some even display your

entertainment feed from DVD players or satellite TV!

One of the most powerful navigational aids is where you can lay the radar information over your electronic cartography. This enables you to verify that landmasses and structures that the chart says you should be seeing are actually there and where you expected it to be!

Naturally, one of the most valuable radar functions is to locate other vessels and the systems that display a "trail" make it easy to spot moving targets and direction.

The feature fishermen are looking for is "bird mode". Sea birds naturally congregate above schools of baitfish. At the same time, game fish congregate near the bait. The new HD digital technology raises the sensitivity of the scanner, while at the same time suppressing unwanted echoes from wave tops, atmospheric contamination and moisture. The resulting picture clearly defines bird contacts at long range.

The new digital scanners, even in the lower power ranger of 2.2 kW, offer performance only seen in larger more expensive systems until now. The choice



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between using a radome or an open array antenna and how much transmit power [in kilowatts] is more a matter of vessel size, budget and the type of use you plan.

When comparing the new HD digital systems, it used to be that the more power you had, the more effectively the radar worked through rain and fog. Now, new HD digital signal processing technology allows small radomes to deliver superior long and short range target detection, map like picture clarity, simultaneous dual-range scanning and bird detection too.

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Then there are the new broadband systems. Broadband is the most significant radar breakthrough since the 1940s



because it is a totally different mechanism.

Conventional pulse radar uses a magnetron to generate a post microwave signal that is transmitted from the rotating radar antenna. This "bang" of microwave energy is reflected off targets it hits and returns to the radar. The time it takes determines the range and bearing.

The Navico web site describes conventional pulse radar as being like shouting loudly in one direction and then listen-

Furuno DRS2D UHD digital radar uses simultaneous scanning technology to deliver a unique dual-range radar image. With each sweep of the antenna, dual progressive scan transmissions are sent, received and processed to display two separate radar ranges on your NavNet 3D display simultaneously.

ing to see if you hear an echo, turning and then repeating.

Broadband radar uses a continuous radar signal, reading the changing fre-

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The 32 islands and cays of St. Vincent and the Grenadines

CARIBBEAN

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Simrad's NSE12 multi-function display includes a True Motion feature. You can clearly see the "trail" behind the moving radar targets to easily distinguish other vessels and their course.

quency, at a very much lower power and listening for the changes in that signal, also continuously. This is more like whispering continuously and listening at the same time.

The different technology delivers very clear images including your immediate surroundings. The low power allows reading images right up to the side of your vessel which is fantastic for tight manoeuvres in marinas or channels. Also, there is no magnetron to warm up – broadband is "instant on"

solid-state circuitry. This also draws low power consumption so it's ideal for all types and sizes of boats.

Also when adding radar to small boats, broadband has extremely low

emissions – fewer emissions than a mobile phone and much lower than a pulse system with a magnetron that may have 2000 watts of power.

The short-range performance is exceptional and some systems can display 400 feet, 300 feet and 200 feet with rings of only 100 feet.

While both HD digital and broadband offer great new small boat performance features, they also have a lower price and some are very simple to install as well. Make your plans now to investigate the literally dozens of product choices to match any glass helm suite you may choose. ↵

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Liz & Tom



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

Dnga tossed me a life jacket, steadied the kayak, waited for me to settle myself. My wonderful daughter did not say, “Now, Mommy, wait just a minute and I’ll get the other kayak and shepherd you.” She handed down the paddle, said, “You know what to do. I’m going to take pictures,” and headed for the dock.

It has been some time since I have been in a boat. First there was the year when we thought the pain was arthritis, then the year while I struggled with side effects from the medications I was prescribed after the IPF diagnosis.

I’d only had a couple of kayak lessons, from Inga, on the Ottawa River, which is attached to her backyard in Chute a Blondeau. The original lessons had been in a sea kayak, long and slim with foot-controlled rudders. On this day, I settled into a cute, plump, blue 12-footer, grinned at my oxygen tank, abandoned on the dock, and dipped the paddle in.

Have you read *The Flying Canoe* by Roch Carrier? That’s the feeling, without the misadventure. Sunshine on the water, the splash of little waves, a boat responding to my direction. Bliss. Fishing Lake, 15 minutes from Foam Lake? A kayak? Me? Next summer? Why not?

I learned an important lesson on that day in August. I’ve been mourning the end of sailing in my life. I’d forgotten there is always a replacement.

Perhaps always a replacement. Sometimes I wonder.

My honorary French Canadian son, Marc, has his own tradition for when I am east – a nostalgic car trip, just the two of us. Jack, *Hirondelle* and I were never more comfortable than when we travelled the Seaway to Valleyfield then across Lake St. Francis to Hay Island where we would swim, sail, devour Roz’ blueberry muffins, and talk long into the evening over pots of tea. But Hay Island has been sold. (See Jim Hay’s story in this issue.) I asked Marc for a trip up to St. Anicet where *Hirondelle* would once nestle under the big willow at the dock while I walked up the hill to mass at St. Anicet church.

The church was closed. We discovered that the Town has taken over the property, the rectory will be a post office and other offices. However, the Town is going to do some restoration, and there will still be masses in the old church with the magnificent silver domes. The willow is still there. The Leger park is beautifully tended. The beaches were closed, so I couldn’t go swimming, but the dock is still there.

So is Hay Island. We photographed it from a little point of land, so that I would have one last memory.

Ah, memory. Yes, memories and several dozen wonderful photos are something I can keep.

My favourite Hay Island story goes back to the mid 1980s, when I was writing cruise guides for Canadian Yachting. I often talked about the little island and, feeling that I should protect our friends’ privacy, I renamed it.

There is no Hay Island on the Lake St. Francis chart. I named it in honour of D. Harvie, Roz and Jim. The clues were there, of course, but identifying the island would have required a clever sleuth, not the man who phoned the editor of Canadian Yachting in a rage.

The editor called to pass on the story. The irate caller had searched the lake and hadn’t found the island. He needed to know where it was because he figured he should be able to just drop in.

No, I’m still not going to identify the location. 

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 and click on **Publications**.

Send text and photos for Port Hole to Joan Eyolfson Cadham at 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.



Catherine McLeod, AP,
National Administrative Officer
Peterborough Squadron

Reward a Volunteer

D hope that everyone who attended our Annual Conference and AGM in Nanaimo, BC in October 2010 enjoyed the event. For those of you unable to attend, check out the coverage by our Editor in Chief Joan Eyolfson Cadham in this issue of the Port Hole.

If you have not had the opportunity to attend a National Conference, put it on your “to do list” for the future. CPS will be in Halifax in 2011, Edmonton in 2012, and Toronto in 2013. As is the case with all of our conferences, a group of dedicated local volunteers plan to make each Conference a rousing success and they always come through.

The five days of the conference can be intense for officers attending meetings and seminars, but there is plenty of activity available for those who are not committed to attend all of the meetings. There are various tours around the conference area. Friday night is “fun” night, usually based on a theme chosen by the local Conference Committee, where many of the attendees put their minds to the task of coming up with related costume ideas. By contrast, Saturday night is a formal occasion when the new Bridge Officers for CPS are introduced.

Meetings are held from Thursday

through Saturday and seminars are held Friday afternoon. Anyone attending the conference is welcome to sit in on any of the meetings as well as the seminars. Various CPS partners set up displays. Learn more about their products then drop by CPS Ships Store for the latest in CPS fashion and for other items which would make great Christmas gifts or stocking stuffers for that favourite CPS person on your list.

On Saturday, attendees have a chance to attend our Annual General Meeting and receive up to date information on what has been happening in CPS for the past year. They also have the opportunity to honour volunteers who are the recipients of our National Awards:

- The Howard G. Peck Volunteer of the Year Award awarded to a single individual,
- The G. William Bowman Instructor of the Year Award, sponsored by our partner Weems & Plath, and presented to three deserving individuals, one each from the east coast and Quebec, central Canada, and the west coast, and
- The Officer of the Year Award, sponsored by Fortress Anchor and Natural Marine, presented to four recipients from various regions in Canada, the east coast, Quebec, central Canada, and the west coast.

Recipients are also honoured for receiving the Electronic Instructor of the Year Award, sponsored by our

partner ICOM Canada, and presented to three recipients during the Friday Training Department Luncheon, again from the east coast and Quebec, central Canada, and the west coast.

Any CPS member (other than National Bridge Officers) who volunteers at Squadron, District, or National level can be nominated for one of these prestigious awards. The nomination forms are available on the members’ website at www.cpsboat.ca along with the criteria for each award. While there is a deadline of July 31, 2011 for nominations, why not get your nomination in ahead of time and thank a CPS volunteer for all of his or her hard work? The nominations can be emailed to our CPS headquarters in Toronto at hqg@cps-ecp.ca or mailed to National Awards Committee, CPS Headquarters, 26 Golden Gate Court, Toronto ON M1P 3A6.

Why not send in your nomination today as soon as you finish reading your copy of the Port Hole? 



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Editor's Note: Larry MacDonald, AP, who, for many years, kept us supplied with cruising stories, has switched to RV travel. However, he has not lost his interest in boats and sent us this letter from Halifax.

Editor, The Port Hole,

Some Port Hole readers may find this of interest.

We left the Halifax area and relocated further west to Lunenburg for a few nights. Why Lunenburg? Because the famous Bluenose schooner was berthed in Lunenburg and we wanted to learn more about this majestic Canadian icon, images of which are imprinted on Nova Scotia license plates and Canadian dimes. At the Fisheries Museum of the Atlantic, we learned why the Bluenose became so famous.

Sailing schooners were becoming increasingly popular in the late 1800s. With two masts and fore-and-aft sails, they were fast, maneuverable, and could carry heavy loads, suitable for offshore fishing. Occasionally, they would race informally to and from the Grand Banks. Apparently, many of the captains of these vessels were appalled at the ideal conditions required by America Cup [redacted] 1910. The New York Yacht Club cancelled the America Cup race because of 23- [redacted] by hearty schooner sailors. Discussion began on an alterna- [redacted] ing working schooners. It seemed like a good idea since there was already a friendly rivalry between the United States and Canadian boats whenever two of them were on the same patch of ocean. Most sailors who read this will be able to relate to that observation. So, in 1920 an International Fishermen's Trophy race was scheduled to determine the fastest fishing schooner between these two countries. The Halifax Herald newspaper offered a prize of \$6,000 and a silver trophy to the winner.

That first year, a schooner from Massachusetts beat the Nova Scotia entry and took the trophy to New England. To be more competitive, Lunenburg shipwrights built the Bluenose in 1921, which was used for fishing as well as racing. As the fastest Canadian schooner, she was entered in the international competition that year and won. She continued to beat every competitor in Canada and the United States for the next 17 years until 1938, when the races were discontinued. The sad part of this story is that the Bluenose, no longer needed for racing, was sold to a West Indies company that used her to haul freight. In 1946, she ran aground on a reef in Haiti and sank, an ignominious ending to a legendary sailing vessel that brought fame to Nova Scotia and Canada. In 1963, a replica called the Bluenose II was built in Lunenburg for use as a tourist attraction and ambassador of Nova Scotia, often sailing to other ports on the eastern seaboard. Unfortunately, during our visit, she was undergoing a major restoration in a closed shipyard. However, we did see the silver trophies awarded the original Bluenose, tributes to the shipwrights who built her and the fishermen who sailed her.

Larry MacDonald, AP
Pender Harbour Squadron

CSP Foundation Memorial Log

In the September Notice of AGM we missed two donations:
Etobickoke Squadron in memory of Colin Cowley
Harriet & Keith Mercer in memory of William Peddle

Corrections to:

Dr Christopher Peddle for his donation made in memory of William Peddle
Owen Sound Squadron for their donation made in memory of Margaret Capel

For a complete list and to make a donation visit: www.cpsfoundation.ca

Tony Cook, S
Chair, National Communications Committee
Toronto Squadron

Cardinal rule: never say “never”

Each time the students in my Boating course set forth on the Conning Cruise from Chemainus harbor, I waited with interest until they reached Escape Reef, where they would first make acquaintance with Cardinal buoys – all four of them surrounding the reef.

Since I taught in Toronto and most of my students did their boating on Lakes Ontario, Huron or Simcoe, I invariably pointed out to them that they would never see such a gathering of markers. In fact, the buoys on the training chart were figments of the Training Department’s collective imagination and do not exist in reality. “You’ll never see anything like that”, I would exclaim with all certainty.

Certain, that is, until I came to Nanaimo’s Inner Harbour.

Plunked right in the middle of the harbour, close by the take-off and landing area of a commuter float plane service, are four Cardinals: one of each variety, N, S, E and W. In the middle of this configuration sits a man-made hazard, a block of cement, evidently the remains of some disused dock or other. No doubt it was simpler and cheaper to surround the hazard with markers than it was to remove it.

Nanaimo Boating course students have much to be thankful for. Four Cardinals, for goodness sake!

When is a licence not a licence?

When it’s a Card, of course. We know that the Pleasure Craft Operator Card (PCOC) is not a licence, despite the fact that card providers have referred to it as such since the inception of the Transport Canada regulations. Even CPS is guilty of referring to the “Boating Licence” on the public web site!

Not to confuse the issue, there is such a thing as a Pleasure Craft Licence and Transport Canada has recently advised recreational boaters how to obtain one:

Any pleasure craft powered by one or more motors adding up to 10 hp (7.5 kW) or more must have a valid licence. A pleasure craft licence allows search and rescue personnel and other agencies to identify your boat quickly in the event of an emergency.

As of November 1, 2010, to get your free pleasure craft licence, you must mail the following documents to the Pleasure Craft Licensing Centre:

1. a completed application form;
2. proof of vessel ownership; and
3. a signed copy of a valid piece of government-issued identification. (Further information is available on the form.)

Application forms are available online at www.boatingsafety.gc.ca, or for pickup in person through your local Service Canada Centre. For Service Canada locations, visit www.servicecanada.gc.ca.

The PROMOTO Revival – News you can use.

It’s back! As one of my first tasks as Chair of Communications, I was asked to create an on-line home for information of use to public relations, membership, and training officers. Does that sound familiar? It works out to PRO-MO-TO.

Formerly a printed newsletter, PROMOTO was discontinued a while back, partly for budgetary reasons. We have decided to revive it on-line as e-PROMOTO, in the form of a section on the Officers Web, where it will exist as a “living document”, containing news of successes achieved by Squadrons and Districts. In short, “who does it best”.

The venture will succeed with your support. Tell us about your successes and best practices and we will share them with your fellow members. Contact me at: skipper@searoom.com.

CPS Forums – talk about it!

When our Membership chair needed input on an important topic, he turned to the Forums. Our chair of Marketing wanted reactions to a beta version of the public web site and found lots of commentary on the Forums. The 2011 CPS-Canadian Safe Boating Awareness Week project was announced first on the Forums. An Advanced Piloting instructor needed confirmation of a new approach to labeling and he got his answer on the Forums. Many officers have found answers to technical questions about WBAS.

Are you checking the Forums? Did you know that you can arrange your individual Forums settings to receive email notification when someone answers one of your posts, or any topic area that interests you? There’s now a post telling you how to do that.

We encourage all officers, especially elected national and district officers, to monitor the Forum areas which relate to their duties. Let’s talk.

You've got mail – or not!

CPS electronic communications are effective when we have current email addresses. If yours is out-of-date, you are “bounced” and are out of the loop. Be current and update your CPS profile on line today. If in doubt, ask your squadron membership officer to do it for you. 



Lake Erie: Wind Farm

Offshore Wind Farm, Denmark

Kevin Jones, N
National Environmental Officer
Avalon Squadron

Making progress in Environmental responsibility is tricky business. There are so many different perspectives on each project that to one, great progress is made, while another sees harm being done to the environment.

A couple of projects to construct offshore wind farm platforms in Lake Erie have been tabled. Together the proposal would see the production of 1430 Megawatts (MW). The production of renewable energy is one of the most publicized ways of protecting the environment, and reducing our carbon dioxide impact on the planet. The true savings to the environment is felt when any renewable energy source comes on-line, and the fossil fuel energy source goes off.

The problem is that our energy consumption continues to rise. According to Statistics Canada our total energy consumption in 2005 was 537.96 Terawatts. That is 537,960,000 MW. Couple that with an average growth rate of 1.5%, and we can calculate that every year we require an additional 8,000,000 MW. This far outweighs the creation of a single wind farm.

That doesn't mean we shouldn't do it. Every little bit helps, but we must take time for analyses, to see that the ends outweigh the means. The creation of this proposed wind farm would see the installation of 715 turbines about 1.5 miles offshore in Lake Erie. There are concerns associated with positioning so many turbines in the water. Their

placement means considerable disturbance and seabed manipulation which may adversely effect marine life and ecosystems. There will certainly be a change in the pristine view of the lake. From a boater's perspective, the placement of 715 hazards to navigation would significantly change the areas used by pleasure craft.

Canada is doing well in managing resources. 59.3% of our energy comes from hydroelectric power. Creation of hydroelectric dams have their own associated environmental problems in that they change the flow of rivers and lakes. However, they are keeping our fossil fuel usage down to 24.9% of our overall consumption.

The real effect of any type of renewable energy plant is the reduction of the fossil fuel that is required. We should be aiming for reduction of our consumption. Unfortunately that message is either not getting through or the population believes that reducing usage does not make a difference. The fact is it could make a huge difference. If consumption declined at the rate it now is increasing we would not need to construct any wind farms, dam any more rivers, or bring more fossil fuel-burning power plants on line. We can reduce our effect on the environment by learning to live without.

Relying on wind power and other renewable resources is not the full solution. It's an important part, but renewables cannot be expected to catch up to our escalating needs. We need to consider carefully how we should move forward to ensure we don't do more harm as we learn to help the environment. 



JET SET

Bradley Schmidt

Recently an episode of *Dragon's Den* on CBC Television piqued my interest. *Dragon's Den* is a show in which "aspiring entrepreneurs pitch their business concepts and products to a panel of Canadian business moguls who have the cash and the know-how to make it happen." If the moguls like the idea and business plan, they may choose to invest in it. The episode that caught my eye featured a pair of boat designers from British Columbia. They towed two of their creations all the way from Vancouver to CBC's Toronto studios. The boats, called the "Zingy" are miniature fibreglass speedboats with seats for two. They presented them as easily trailered and garaged, unsinkable, and affordable. The boats looked amazing, even getting some of the Dragons' attention. However, the pair was unable to make a deal. None of the business moguls could see a suitable business case for the Zingy. After doing some research I am pleased to report the company is alive and well, despite receiving no endorsement or investment from the Dragons. It made me wonder how business has crushed or conversely embraced ingenuity in the past. Why did Bombardier's Sea-Doo flop in the 1960's but essentially start an entirely new segment of boating when it was re-launched in the 1980's? What other similarly revolutionary ideas are sitting in a warehouse under tarp because they failed to impress an investor?

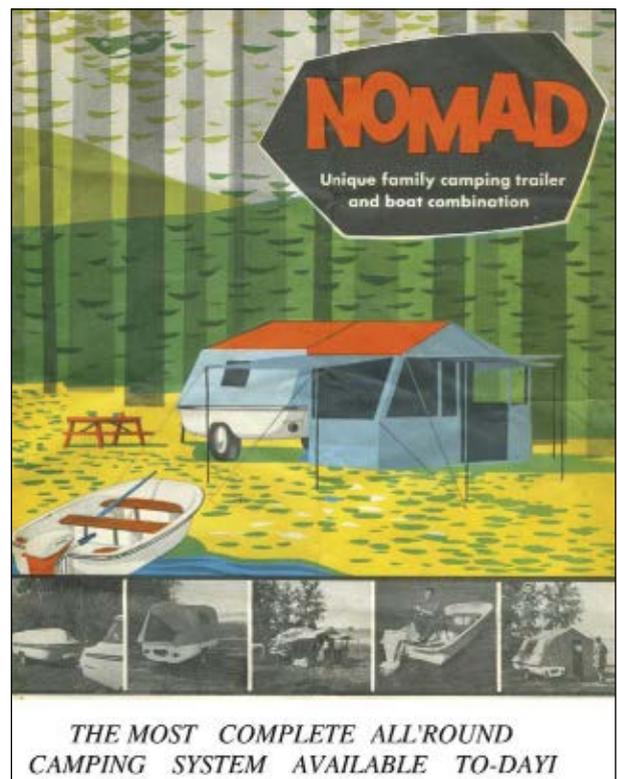
Check out the *Dragon's Den* pitch on the CPS YouTube page at: www.youtube.com/CPSECP click on Favourites.

Jet Set has often talked about the crossover between boating and camping. Many readers have large boats with built-in sleeping quarters. Others like me find boating to be an excellent complement to a weekend of camping. This summer I came across an interesting piece of history that combined these two pastimes. Produced in limited numbers by a Kitchener-Waterloo company named Imagineering, the Nomad trailer that was a moulded fibreglass trailer with a matching fibreglass top. The entire trailer weighed less than 500 lbs and could therefore be towed by any vehicle. The unique thing about the Nomad was the removable top was in fact a small fibreglass boat, rated for four people and a 7.5hp outboard motor. The bottom half contained the fold-out tent, a double sized bed, and a considerable

amount of storage. Remarkably, the bottom half of the trailer was also designed to float, meaning it was possible to tow the trailer through the water with the boat for use in remote water-access-only spots.

Thanks to the generosity of a good friend, I am lucky enough to have come into possession of a 1961 Nomad. This unit needs a full restoration from replacing missing components, to fibreglass and paint work, to carpentry work on the inner cabinets. I am looking forward to detailing this process in upcoming Jet Set articles.

This kind of creation makes me appreciate the ingenuity of others and the will and determination it takes to bring an idea to fruition. Had the *Dragon's Den* existed in 1961 I wonder if the investors of the day felt there was a bigger appetite for a unique idea like the Nomad. In today's cookie-cutter, mass produced production environment I doubt a product like the Nomad, despite the interest it may generate, would ever see the light of day. As far as I am concerned, that is a shame. 



Nomad brochure cover from 1961

Giving up the cottage doesn't mean losing the memories

James Hay, JN

Lake St. Louis Squadron

The “country house”, “cottage”, “camp” or the “summer house”. Whatever we call it, the joys of having a second home to retreat to are many, and something many Canadian families aspire to is owning property in the country.

In many families the cottage is passed down through generations. In others, it is held for a single generation. This is the case when young parents decide to find somewhere to let the children enjoy summer activities where the air is good and the pace is more relaxed than in the city.

The enthusiasm for the new place is infectious. The chores get done by the family, visitors pitch in and summer is the high point of the year. The children learn to swim, they learn to handle boats and their friends come and everyone has fun.

With time the children grow older and take on more of the responsibilities. There are always the down sides - having to deal with winter break-ins and what to do about stolen boats and/or motors. Sometimes the general maintenance becomes too much.

Thirty or forty years later the decision is made. It is time to sell the cottage. This is always a bittersweet time. A chapter in the family's life is closed. On the other hand, a new family will enjoy the cottage. That is what is important - the cottage should be enjoyed.

Such is the story of Hay Island. Nestled in a bay on the St. Lawrence River's Lake St. Francis. Hay Island offered the best of all worlds. Electricity and telephone offered convenience and kept us in contact with friends and family in the real world. The house was originally a log cabin built from old barn beams. During the Great Depression a local family lived there and at least one child was born in the house. It then passed to a New York millionaire who used it for hunting and fishing and from there it came back to local ownership and through our neighbour's family to mine. Now it has gone to a new family.

We rebuilt the house after a fire. We built a new crib-work dock. Over the years, we faced the major repairs necessary to keep that dock serviceable. Lake St. Francis ice is not kind. The work on the boathouse was falling behind and for a variety of reasons the family hasn't been able to spend time there.



After 38 years of Harvie and Roz and their sons owning Hay Island, a new family is now enjoying it. It is a bittersweet feeling. I will miss the place where I spent thousands of hours in and on the water. I will miss the family gatherings and times with friends. I will miss seeing boats – ours or friends' – waiting for us just feet from the cottage. Of course, an industrious beaver cutting down and carting away a tree which had a five inch diameter trunk was a story we just had to share, and I might even miss the beavers. I won't miss the annual angst as we headed out to open up and see how much winter damage we had. I won't miss the times we've gone in only to find that thieves had visited. But I also have a lifetime of good memories and the knowledge that someone else will know the joys of the place. Overall, half a life of memories will take me into whatever the next chapter and adventure will be. 🇨🇦



Courses for all boaters

Larry MacDonald, AP
Pender Harbour Squadron

Not every boater has an interest in long-distance cruising. The majority of people are more interested in fishing, jet boating, water skiing, day sailing, canoeing and kayaking. A common question is heard from this group of boaters: "Why should I take a boating course if all I do is kayak or fish?" Let's look at a few examples of how potentially fatal accidents could have been avoided had the boaters in question been more knowledgeable.

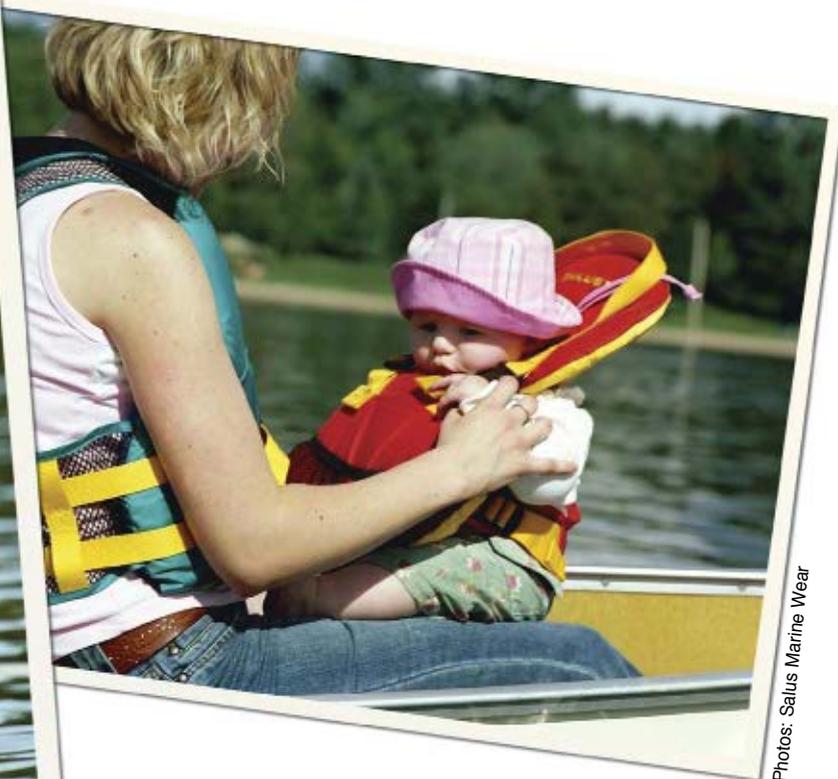
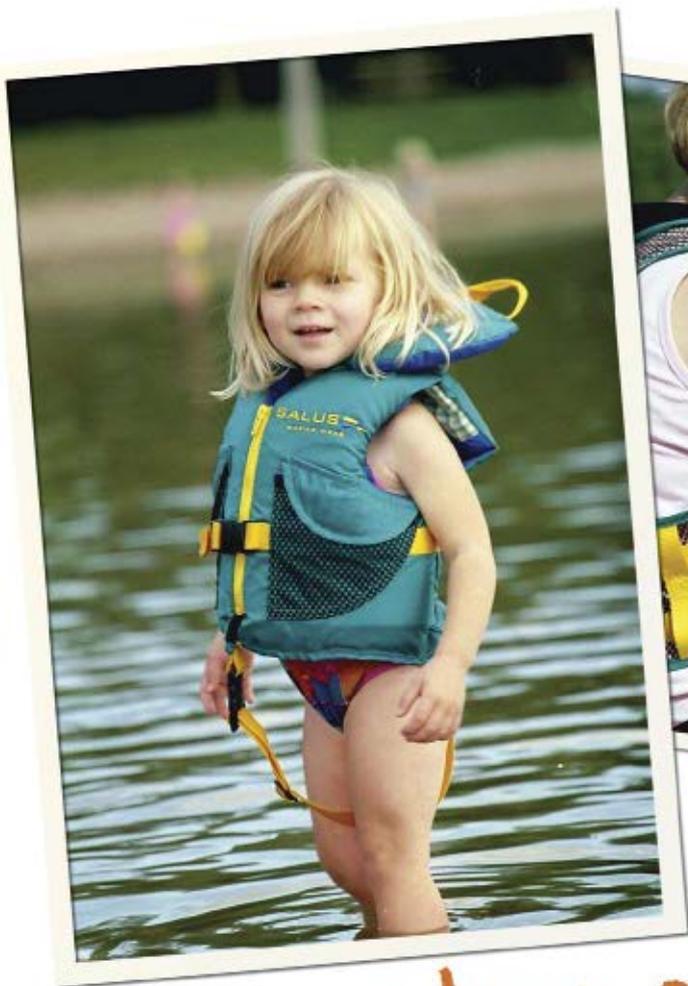
A sea-kayaker attempting to transit a narrow passage at high tide nearly drowned when he encountered strong rapids and whirlpools that dumped him into the saltchuck. He assumed, wrongly, that high tide would be slack tide. Fortunately, he survived to learn in his first boating course that time of slack is determined by current tables, not tide tables, and can often occur an hour or two before or after high tide.

Two fishermen eagerly launched their 16' runabout on a calm sunny morning and while trolling near shore in Lake Ontario, ran out of gas. Unfortunately, the weather quickly deteriorated with increasing wind and waves pushing them miles offshore. All afternoon they hung on for their lives, bailing frantically. A passing sailboat noted their predicament and alerted the Coast Guard, which

contacted a local towing company. Only their pride and wallets suffered. Preventable? Of course... every boating student could have told these guys to have a fuel reserve of one-third of the anticipated fuel usage. Other precautions should have included checking the weather forecast and carrying a handheld VHF radio.

Here's one more example to illustrate that it's not only novice boaters who can benefit from upgrading or revisiting their nautical skills. Old salts often get into difficulty because of inadequate or forgotten knowledge. I was recently anchored in Nanaimo Harbour when a 45' steel-hulled sailboat ran aground while attempting to pass a yellow-black-yellow coloured buoy on the east side. After assisting the bewildered skipper in kedging off the reef, I asked what the buoy indicated to him. He said he thought it marked an isolated rock and could be safely passed on either side. Not so. This West Cardinal buoy indicates that safe water is on the west side.

The moral of this incident? No matter how salty you feel, keep learning. A more competent boater is a safer boater. Every year in Canada, over 150 people die and 6,000 are injured in boating-related accidents. Whether a novice or a veteran of the water, we each have more to learn to make the waters safer. 



Photos: Salus Marine Wear

Baby on Board

Catherine McLeod, AP
CPS National Administrative Officer
Peterborough Squadron

There is nothing more gratifying than to see a number of families with children of varying ages on all sizes of boats, but most gratifying is to see people enjoying a day on the water that includes “baby on board.”

It seems that some people enjoy boating with the youngest member of their family, while others shun the idea and don’t think it is appropriate at such an early age. Here’s the question. “Why not?”

My daughter was boating when she was six months old and both of my grandchildren have boated from the same age. I owned a 15 foot tri-hull bow rider and my daughter Liz, snug in her car seat, went with me whenever I took the boat out. She would go to sleep as soon as the engine started and wake up when I stopped, a habit she has retained unless I make her do “boat work.” The car seat was the ideal transport for the boat as well

as the car. One advantage of the seat is readily apparent as it can be placed on a picnic table at eye level with adults and it makes feeding time a breeze.

We own a family cottage in Northern Quebec that requires an 11 mile trip by water. Onboard the bow rider I put a sturdy, elongated cardboard box, padded with an old quilt, in which Liz sat, outfitted in her small lifejacket and surrounded by toys as we made our way to and from the cottage. Of course as Liz got older, her boating habits changed but she was at least familiar with the idea of boating, not afraid of the water, and an avid advocate of the boating lifestyle.

When the two grandchildren came along, they both took up boating with “Grandma and Grandpa Boat” and again the car seats worked perfectly for our boating adventures, even though we had now graduated to a larger vessel and instead of day trips, were spending weekends and holidays on the boat.

On our 30-foot wooden Chris Craft the V-berth was so wide I had a large king size comforter to cover it. We

decided it best that Lyric, our first grandchild, sleep there with us so we could be assured she was contained and would not roll off the bed. The next morning I woke up crushed against my husband who was crushed against the starboard side of the V-berth while Lyric was sprawled in the middle of it, edging close to me.

Then when locking on the Trent-Severn Waterway in Ontario we noticed a couple with a collapsible portable travel crib/playpen on their back deck. We immediately invested in one to contain our grandchild while we were busy in the locks and as an alternative sleeping spot, knowing she was totally secure. When our second grandchild arrived, we were now old hands at “baby on board” and utilized the same procedures.

The only other purchase we made was a canopy for use while enjoying the day at a lock side park to provide shade for the babies. It was always quite a sight late in the afternoon to see the baby sitting in her playpen far removed from the actual canopy but in the shade that it cast depending on the direction of the sun.

I did learn one valuable lesson with “baby on board.” As parents we have all taken our children and held them firmly high above our heads letting them pretend they are “flying” through the air. My daughter warned me not to do that with my grandchild but of course Grandmother’s don’t listen to their daughters. Luckily I had cleaning solution aboard as it was much too soon after dinner to perform this daring act. I ceased and desisted from such actions in the future

Since boating is our summer lifestyle, if we wanted to enjoy first our daughter’s company and next that of our grandchildren, they had to adapt to the boat, be comfortable on it, and enjoy that lifestyle with us.

Along with that, throughout the years we had an opportunity to pass our knowledge of boating, learned from our CPS courses, on to our daughter and grandchildren. It obviously worked as my oldest Granddaughter, now almost 15, aced her PCOC exam this summer. In her words, “It was a no brainer Grandma. I know all about those buoys and stuff like that.” 🇩🇪

Traveling Toddlers: Keeping your Children Safe on a Boat

Courtesy of Discover Boating Canada

Boating with young children isn’t really all that different from putting them in the car and going out to the playground or swim park. You must have a process for preparing, traveling and enjoying your destination. You must use safety gear and take precautions. And you must be vigilant while still giving them their own space to operate and learn. The most important thing for you to have is a positive attitude.

Before your child ever sets foot onboard you need to “childproof” it, just as you would if you were visiting the home of someone who is childless: basically, stow everything that’s breakable or dangerous. Winches, windlasses, ropes, gear boxes, ground tackle and other topside equipment should be out of reach, battened or otherwise secured. Make sure all safety gear, such as EPIRBs, flares, and flare guns, are up out of a child’s reach — but never locked away — just in case you need them. Areas where ropes and halyards are located should be off limits, since it’s easy to trip or to get a foot or hand wrapped up or caught.

Investing in a good lifejacket or life vest with an age-appropriate design is a must. Look for one with a collar that turns the child face up in the water. Look for strong waist and crotch straps, and a handle on the collar. It should have a plastic safety whistle and you should practice your toddler in its use. (Take the child with you when you buy the lifejacket; it will help with sizing and it will get them involved.) Always look for a label stating that the PFD has been approved by Transport Canada, the Canadian Coast Guard, Fisheries and Oceans Canada or any combination thereof before you purchase and make sure you understand the regulations and requirements of using PFDs. Also ensure you properly maintain whatever PFD or lifejacket you choose.

That said, have a realistic approach to safety. They’re still the same kids you have at home, so expect the same behavior. Establish clear, enforceable rules and set boundaries for your kids. They need to be safe, but they also need to have a good time so that they will want to share boating with you in the future.

From here on out, making the trip enjoyable is just “Parenting 101.”

Bring lots of fluids, particularly water and fruit juices. Remember baby bottles and/or sippy cups, and extras, just in case.

Pack snacks that are not too salty or too sweet. Fruits and granola bars are great. Bring some not-too-salty crackers or, better yet, ginger snap cookies, which can help settle queasy stomachs. Ginger ale is good for this, too.

Your diaper bag (or substitute a daypack) is a must. Pretty much you want to bring one extra of everything you’d normally carry: a full change of clothes, diapers, any lotions or creams, and wipes — bring plenty of those. They’re great onboard for everything, since freshwater is limited. Bring plastic bags to keep wet things away from dry things. Make sure you bring a hat, sunscreen and sunglasses, as well as a jacket in case it turns cool. You’ll probably also want to stash a rain poncho aboard.

Remember that your young one may not be riveted by the waterfront mansions or sunset as you are. Bring crayons and drawing paper, and toys that can take the dampness. Bath toys are excellent choices, as are bathtub books, which fare better than paper books.

A shocking way to learn

We keep our catamaran on a metal lift. One hot summer day, I raised the boat so I could work on the lower units from underneath while standing on an old skiing tube.

I couldn't reach some of the bolts, so I grabbed the iron frame of the boat lift to pull myself up. But each time I tried, my arms and shoulders started trembling as if I had done push ups to exhaustion. After working all day in the heat, I thought I was just tired and dehydrated.

I asked my wife to unplug the lift motors from the shore power. With the electricity disconnected, I could easily grab the metal lift and pull myself up. Obviously, current was leaking, and the trembling I felt was a mild electric shock.

The following spring, my wife and I took Marine Electronics. One section covered the necessity of making sure your boat has a secure shore power connection with the correct polarity and ground.

The instructor, Kip Hine, talked about a tragic accident in which three boys were electrocuted after diving

from a dock into a Virginia lake. A metal pontoon boat tied to the dock had a faulty electrical system and was sending shore power into the water.

The story reminded me of my "shocking experience" at the boat lift. When I asked Kip how to eliminate stray current, he suggested checking the dock's ground. I asked an electrician to show me the ground pole. He walked to the meter, pointed out the ground wire and said it would lead to the ground pole. When he sorted through the weeds to find the ground wire, he found that it had mostly disintegrated before reaching the ground pole. I'm not even sure there was any wire left. We fixed the problem with new wiring and a new ground.

So before taking your boat out this spring, check the electrical system on both your boat and your dock. To learn more about shore power, electronics and your boat's electrical system, take the Marine Electronics course. It could save your life! 

—Bob Prior, USPS Compass

Prepare and prevent Protect yourself from onboard fires

Though relatively rare, onboard fires can be devastating. Prevention includes ensuring that your vessel is as fireproof as possible:

- Clean flame arrestors.
- Clean bilges.
- Inspect wiring frequently.
- Store propane tanks safely.
- Mount and use barbecue grills safely.
- Ensure adequate space around ranges and burners in galley.
- Inspect fuel lines and filters regularly.
- Handle and dispose of smoking materials safely.

Preparedness: Think about where a fire is likely to occur relative to where people are. You don't want to have to reach across the fire to grab the extinguisher. Sometimes one extinguisher can serve more than one area. At minimum, fire extinguishers should be mounted for easy access in the following areas:

- sleeping quarters
- helm station
- near barbecue grills
- engine compartments
- galley

—courtesy USPS Compass

CPS Ship's Store
www.cpsboat.ca



CPS Hoodie

- 75% cotton, 25% polyester
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JUST ASK JOHN

John Gullick, AP, CPS Manager of Government & Special Projects

To view all of John's FAQs visit www.cpsboat.ca and click on Boating Resources

The Care and Maintenance of Inflatable PFDs

I often get asked if regular care and maintenance is necessary for inflatable PFDs. Here is a rather lengthy answer to the question and some recommendations. Some of this information comes courtesy from our friends at Mustang Survival.

Inflatable (PFDs) are preferred by many boaters because they are very comfortable to wear and this often outweighs their higher cost. They can save a life and in Canada, when the vessel is underway and the wearer is on deck, they are only approved when worn. They are not approved for use by people under the age of 16 and those operating personal watercraft. However many users are not aware that they need a level of regular care and maintenance.

Automatic inflatables are activated by a combination of a chemical bobbin and a carbon dioxide cylinder. The bobbin dissolves when immersed in a liquid. This allows a spring loaded firing pin to puncture the CO2 cartridge which in turn inflates the PFD in about 3 seconds with approximately 35 pounds of buoyancy.

If the PFD does not automatically inflate the wearer can manually inflate using the pull tab or orally inflate the PFD by blowing into a tube that has a one way valve.

At the start of each season and at regular intervals the PFD should be checked to ensure the mechanism is packed according to the manufacturers instructions and that a fully charged CO2 cylinder is in place and properly secured. For automatics with the bobbin, make sure it is secure in its holder (it only fits one way), the firing pin retracts and the green indicator is visible. If the red indicator is visible then something is wrong with the bobbin or the holder is not properly screwed down all the way. If the PFD has no bobbin holder then it can only be inflated manually.

In some models the tip of the CO2 cartridge screws in and others have a bayonet mount.

The screw in type needs to be firmly attached and the bayonet mount needs to be pushed in and given a 1/8 turn clockwise to a full stop. If the cylinder has not been turned the mechanism is will eject. The green indicator will not be visible without fully turning the cylinder and if it is not properly in place the unit will not inflate.

If an automatic inflatable is accidentally activated by moisture then it will need to be dried out properly before a new bobbin and CO2 cartridge are installed. Rearming a wet PFD will only cause the bobbin to dissolve and activate the new CO2 cartridge.

A hair dryer on low heat can be used if you need to rearm the inflatable quickly but it is best to let it dry out in a warm, not hot, dry location before rearming.

A manual inflatable can be rearmed immediately.

When inspecting the bobbin be sure the "ridges" are still evident, there are no cracks and the white fill in portion is not discoloured. The date on the side of the bobbin is the date of manufacture, not an expiration date. If properly used and maintained most bobbins have a three year life span, dependent on usage, however it is recommended that they be replaced annually. CO2 cartridges can last for years.

When purchasing a rearm kit be sure it is the correct one for your model of PFD and that the CO2 cartridge is the correct size. High Lift models use a larger cartridge.

The latest Hydrostatic models activate by water pressure when they reach a depth of 8 centimetres or more below the waters surface. If undisturbed the hydrostatic inflators require no maintenance for a period of five years.

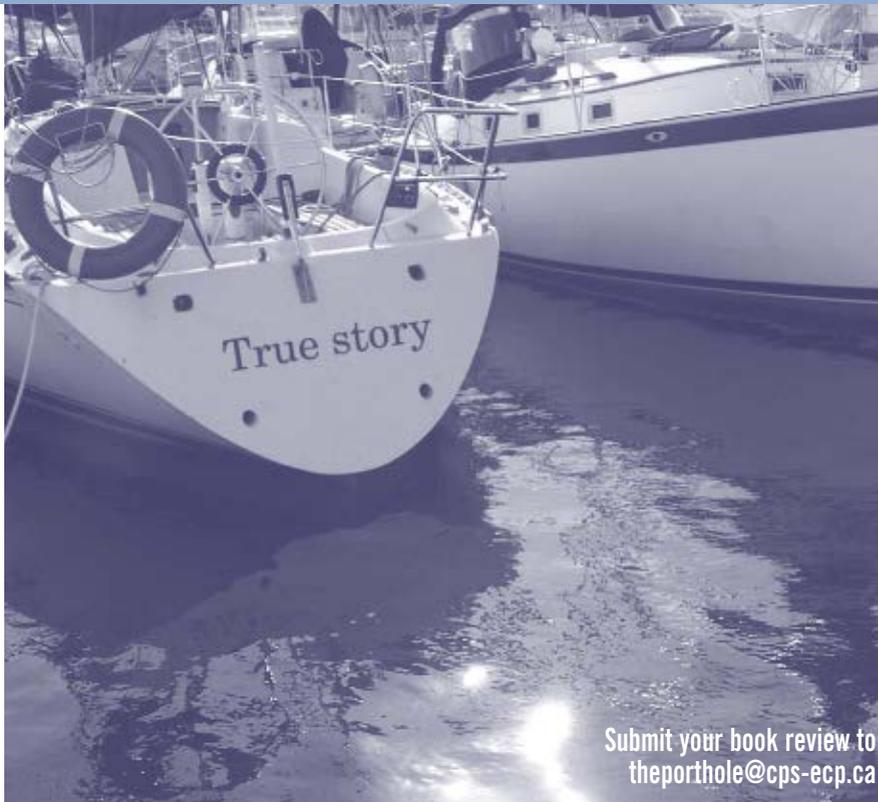
Most inflatable PFDs have an indicator window which allows you to check if the system is a go or a no go quickly. Other models require the opening up of the cover to check the green pin on the activator.

Always refer to the manufacturer's owner manual when reviewing the maintenance and basic care of your inflatable.

Volunteer members of Canadian Power & Sail Squadrons have been teaching recreational boating courses and seminars to the boating public since 1938. For more information go to www.cpsboat.ca 

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

BOOK REVIEWS



The following array of books are winter reads. They are tied together by one element – beyond the story, each book offers a slice of history, a soupcon of learning, served up with just a subtle hint of spice. “The Canadian coastline is washed by three oceans and the waters of the Great Lakes. But it has been a characteristic of Canadians that they have expressed very little of the romantic fascination with the sea which has become part of other cultures,” says Victor Suthren in his introduction to *Stories of the Sea*. These books might be an antidote to that attitude.

Canadian Stories of the Sea, edited by Victor Suthren, Oxford University Press, 1993, Toronto, ON ISBN 0-19-540849-7

“One should never forget what once took place on the glittering waters

that surround Canada,” says Victor Suthren. A seaman who sailed traditional sailing vessels and small craft, both at sea and on the Great Lakes, Suthren is known as the author of a series of naval adventure novels, but, in this collection, he confines himself to brief factual paragraphs which bridge the pieces. The book is brilliantly organized, eight chapters beginning with *The First Peoples* and concluding with *The Modern Sea: Harsh Workplace, Beckoning Playground*, with a Canadian perspective on life at sea filling the pages between. We encounter stories from E. Pauline Johnson, Joshua Slocum, Farley Mowat, we meet great men and great ships, the sea and war, and the people who make their living from the sea. More than two dozen writers are represented. The writing is uniformly fine.

Northern Saskatchewan Canoe Trips: A Guide to 15 Wilderness Rivers, Laurel Archer, Boston Mills Press, Erin, ON, 2003, ISBN 1-55046-369-1

Northern British Columbia Canoe Trips, Volumes One and Two, by Laurel Archer, Rocky Mountain Books, Vancouver BC, 2008 and 2010, ISBN 978-1-897522-13-4 (V.1) and ISBN 978-1-9268550-4-2

Laurel Archer grew up in Regina where, long before her teen years, she had canoed Crooked Lake in the Qu’Appelle Valley and Wascana in Regina. By university, she had discovered northern canoeing, on the Churchill River. She now lives in British Columbia. She writes, she guides, she races. And, she understands rivers. In June 2007, in recognition of her commitment to documenting and conserving historic and less well known rivers in northern Saskatchewan and British Columbia, she was inducted into the International Explorers Club. Her canoe guides are packed with information including degree of difficulty of each river, optimum times for travel, equipment needed, and detailed notes. That’s for the people who might use one or more of the books for an actual trip. For the armchair traveller, there are exquisite descriptions of some Canadian river geography we might experience no other way, and, a wealth of Canadian history. For example, the *Fort Nelson/Laird Rivers* guide offers us the First Nations, the fur trade, the introduction of horses to a water-travel society, the Hudson Bay Company, missionaries, the effect of the Alaska highway. A can’t-put-down series of books.

Hudson, by Janice Weaver, illustrated by David Craig, Tundra Press, Toronto ON, 2010, ISBN 978-088776-814-9

Canadian history, as taught in the 1950s, was dreadful. Name of king or explorer, date of war or discovery. Memorize, pass the test, forget. No idea what was happening anywhere else in the known universe while king was fighting or explorer was finding. Perhaps that's why Hudson, the story of the ship's captain after whom our Hudson's Bay is named, is such a treat. The 45 page book is listed as young adult. However, it is a fascinating read for adults of all ages. Here, finally, is a piece of Canadian history completely told. All four of Hudson's voyages, not just the final fatal one, are here but that's only the beginning. Sidebars that do not slow down the flow of the story but add much to it, cover everything from sailors and mermaids, the spice race, the whaling industry, the art of navigation. The illustrations are by David Craig, whose other credits include paintings of Canada and the Second world War and three gold Olympic coins. They are full page works of art. Buy it for your child or grandchild, if you will, but read it first before you decide to give it away.

A Handful of Coins, by Robert Caverhill Jones, Shoreline Press, Ste-Anne-de-Bellevue QC, 2008, ISBN 978-1-896754-61-1

There's nothing in the brief bio about author Robert Caverhill Jones that suggests that he had ever spent time in 1927 as the son of a poor fisherman living on a rugged coastline, a young man who wanted to do any-

thing with his life rather than follow his father's trade. However, there's something about Jones' writing that feels like he knows. This is a mystery, a chase story – Tommy Barraclough intercepts a parcel belonging to a smuggler and decides to take on a pair of rival gangs of smugglers. Not a smart choice, but life is filled with choices. Tommy is an engaging rascal, the characters are engaging, and the plot is solid. But what makes this story different? The chase is at sea, in small boats in terrible weather, and it feels real. Besides, it comes from a time before modern navigational technology, a time when sea knowledge was an oral course and a matter of life and death. "If you look at the long grass moving in the wind along the cliff edge, you'll see there's a light wind blowing from the northeast." Or, in trying to avoid a pair of nasty rocks that disappeared at high tide, "You had to look for the disturbance on the surface of the sea, the changing motion to the swells as they crossed the reef or, with a half gale blowing, the silver spray tossed into the air." It's a reminder that, before GPS, before all our trusted gadgets, even with nautical charts, getting from A to B wasn't as easy as just plotting a course.

A Violent End, by Maggie Wheeler, General Store Publishing House, Renfrew ON, 2001, ISBN 1-894263-41-3

Maggie Wheeler has written a solid mystery – a 40-year-old corpse is found accidentally and, in the process of solving the identity of the victim and finding the murderer, old family secrets unravel.

But that's only the top of the story. The setting is Aultsville, one of the Lost Villages that were flooded out of existence during the making of the St. Lawrence Seaway, built between 1954 to 1958. Anyone who has ever travelled up and down the seaway in a small craft, stopping at Upper Canada Village and locking through at Iroquois, will be at home in the present setting. Most of all, the book forces us all to face the emotional and cultural losses that were part of this historic project, to understand the minds and hearts of the people who lived in the Lost Villages during the wrenching changes that were necessary to complete the canal. All parts of the story are equally compelling. 

Reviews by: Joan Eyolfson Cadham, S



Photo by: Vanessa Schmidt

James Hay, JN
Lake St. Louis Squadron

Well, it's winter again. In parts of the country the water has become hard and there is snow on the ground. The cottage is closed up for the winter and winter activities are the order of the day. Except, perhaps, on the two coasts, there's no more boating weather available but we still need something to fill our spare time. If cross-country skiing, snowmobiling or skating isn't your fancy, there are all manner of indoor activities which don't require five layers of clothing starting with the "long woollies".

This is a good time to get serious about what needs to be changed before opening the cottage next spring. Maybe taking a CPS course is in the cards? We can always learn more about weather, and maintenance. Sometimes, of course, we would rather just spend time thinking about the things we need to do to be ready.

Do we have everything we need for the boats? Perhaps it might be a good idea to attend the boat show to see what accessories might be interesting to have. Maybe we'll get an idea about replacing one of the boats. The runabout needs some work and is the transom of the "rowboat" starting to weaken? Should we plan to rebuild it next year or is it time to find a replacement? Maybe a new canoe is in order. Or maybe we should just spend the winter sorting through the tangle of lines and fenders and spare bolts and screws and figure out what we should keep and what should be replaced now for safety's sake next summer.

George may actually get around to learning a bit more about how to maintain his boats. After all he gave the old outboard to the neighbour who still has it purring like a kitten. He's thinking about repairing the transom of the boat himself but the fibreglass work seems daunting. The outboard has been running a bit rough and maybe he can at least learn more about keeping it happy.

George is also considering the boat show this year. He may find some helpful information, maybe some books. But mostly, just like always, he's thinking about all of those neat gadgets he might find. Heaven only knows what he'll bring back.

There is one thing which George is planning to do while at the boat show. He's going to be talking to the dealers about new PFDs. It seems that the current ones have been around a while and they're looking a bit worse for wear. George didn't test them out last year but he's starting to wonder if they would work in a real emergency.

So, he's decided that the right action is to buy some new ones. That way he'll know they are safe. Besides, if he can get newer styles, maybe kids will be more willing to wear them. Now that sounds like a good idea.

If George does get to the boat show, whether he buys anything or not, he's going to be happy for at least a few days because just being there gives him a chance to think about being on the water. When it's cold outside and you can't see the road for the blinding snow at least you can dream about the summer to come at the cottage. 

CPS AGM & Conference

OCTOBER 21-23, 2010 NANAIMO, BC

Photo: Vanessa Schmidt Nanaimo Harbour

CPS AGM Coverage by:

Joan Eyolfson Cadham, S, James Hay, JN & Tony Cook, S

CPS AGM Photography by:

Don Butt, AP, James Hay, JN, Wanita Gray & Vanessa Schmidt



Cathedral Grove



Nanaimo Harbour



Model Boat Display



Don & Val McKay from Edmonton on the Wine Tour



The Nanaimo conference committee has good reason to be satisfied with the 2010 conference, October 21 to 23, 2010. While conference attendees were staying in three different hotels, two of which were within two blocks of the conference centre, a shuttle service made getting back and forth easy and convenient. Budget donated two vans and a crew of cheerful, helpful volunteer drivers shuttled folks between the three hotels and the Conference Centre.

The Conference Centre display area offered the opportunity to browse Ship's Store or to learn more about the 2011 conference in Halifax and perhaps purchase a 2011 shirt or jacket. The Halifax crew also served up free samples of salt water taffy. The Canadian Hydrographic Service had an interesting display including an 1860s chart, Cowan Insurance had information about the CPS Boat Insurance, Alex Milne Associates Ltd. were showing off their line of natural and ecologically friendly products, Salus Marine had samples of their PFDs and marine safety wear.

A must see was the display of model boats, many of which were fully functional. Local modelers provided the boats and were available to answer questions. The display of door prizes was impressive and the quality of the entries in the competitions made up for a smaller number than in past years.

The Conference Centre was a bright and airy location. The meals provided good balance between the requisite fish and seafood that visitors to coastal Canada would expect and more conventional meals. Yes, Nanaimo Bars were available at the dessert table, and a recipe for the original Nanaimo Bar was in the conference goodie bag.

The tours catered to a wide list of interests – shopping, wine tasting, raptors, murals, Cathedral Grove, a rare remnant of an ancient Douglas fir ecosystem, history and murals at Chemainus. The old downtown of Nanaimo offered up views of the harbour, little streets that were an invitation to walking, and a wide assortment of street front stores, including, according to one conference attendee from Quebec, “more bookstores than I have ever seen in one town.”

On Friday night the post dinner entertainment featured a concert by the Malaspina Choir followed by Dixie Down Beat, a dixieland ensemble playing a variety of music. Saturday's dance band was Chevy Ray & the Fins.

The weather was reasonable, and the conference was well-organized. The committee received a well-deserved ovation during the Saturday evening gala.



2011Halifax AGM Committee Members: Rae Owen, Sarah-Jane Raine, Brian Perry, and Kellie Skelhorn



2010-2011 OPERATING COMMITTEE

Left to Right: Law Officer Claude Martin, JN, Chair, Committee on Rules Norm Headrick, SN, Treasurer Robert Pepin, AP, Secretary Elaine Jeffery, P, Administrative Officer Catherine McLeod, AP, Chief Commander Malcolm Blann, AP, Training Officer Joseph Gatfield, AP, Executive Officer Richard Bee, AP, Absent: Chair of Committee on Nominations P/C/C Harold Cole, SN

Heard Around the AGM:

C/C Malcolm Blann, AP: *Two important areas are generating greater interest in our boating course and retaining existing members. An important factor is promoting social activities and just having fun.*

Michael Ward, Canadian Hydrographic Service, Pacific Region, presenting MAREP awards: *CHS collects data and makes the products. You validate them. We need the information from you to validate and verify, and to make the water safe for everyone.*

Jeffrey Hoedt, Chief, Boating Safety Division, Office of Auxiliary and Boating Safety, USCG: *We have the same issues world wide in recreational boating. We need to get together more and more. We look to you people. How do we get people to wear life jackets properly and get educated? We have 13 million registered boaters. That does not include kayaks, canoes, rowboats and rafts. There's no training, no registration for kayaks. I am glad to hear Transport Canada is helping your organization. Kudos to Canada.*

The Number One rescuer is the recreational boater – you. You're out there. Normally a rescue requires immediate response. Our response takes time. You are there already.

Frank Dvorak, SN, C/C USPS: *We have waived our basic boating as a requirement for membership. We did it for self-preservation. In the USA, there are 300 or more competitors teaching Basic Boating. With the problems in the economy, boat sales are down. But there are 40 million people*



USPS C/C Frank Dvorak, SN and CPS C/C Malcolm Blann, AP.

who call themselves experienced boaters – the number is huge – and they have never taken basic boating. We can't get them into basic boating. If we can get them as a member, we can get them into Seamanship or Piloting.

Tom Hayward, Marketing Manager, National Association of State Boating Law Administrators: *There would be no need for Search and Rescue if we could provide all boaters with the knowledge that they need, if we could teach people how to avoid situations. We need to tie standards to data. We know what is causing accidents and death. We can't get reciprocity from state to state. The reciprocity between USA and Canada is a model for the states.*

Recreational Vessel Courtesy Check (RVCC)

The biggest loss of life through boating in Canada does not come as the result of problems within the shipping industry. Most of Canada's boating fatality victims are recreational boaters. They die when their boat capsizes or is swamped, they fall overboard, and they are involved in collisions, said Sean Payne, Chief, Monitoring Communications and Information, Office of Boating Safety, Transport Canada.

Payne led the seminar on the RVCC. While it is the recreational boaters who form the saddest statistics, according to Payne "recreational boaters are continuing to save lives." He said that there is an agreement between Transport Canada and CPS that will see the RVCC continue through 2012.

Statistics are just as difficult across the border, said a seminar participant from USPS. "Our Coast Guard says the biggest problem is an open boat under 25 feet," he said. He suggested that, while statistically, there are fewer boating deaths by percentage of population in the USA than in Canada, there is an obvious reason – water temperature. There's the initial shock caused when the victim hits cold water.



Transport Canada mandated the Red Cross to do a complete survey of boating accidents. Payne gave some initial numbers, and promised that, once the report is finalized, all the material will be available.

Both water-rich and history-making?

Saskatchewan – the breadbasket of the nation. Most of us are used to thinking of Saskatchewan as that flat, dry province in the middle of the prairies where grain grows but where boating is not among the favoured leisure activities.

During the roll call at this year's AGM when Saskatchewan Squadron was called a voice was heard to say, "Here, and Saskatchewan does have water."

It isn't just the kind of water that we've been hearing about in the news, the stuff from the sky that has been causing all of the flooding.

According to Melainie Whittal, representing Salus Marine "Of course there's water in Saskatchewan. Some of the absolute best kayaking and canoeing is available in northern Saskatchewan. We recognize that Saskatchewan has a boating community - we have outlets in the province."

While Last Mountain Lake is the largest naturally occurring lake in Saskatchewan, Lake Diefenbaker has 800 km of shore line. Created by the building of the Gardiner and Qu'Appelle dams, the lake serves as more than just a reservoir.

The province must have a boating influence. One just has to look at the young lad who lived in Kerrobert until the age of seven when the family moved to BC. That same fellow found work in the USA after after graduating from Royal Military College of Canada in Kingston, and post-graduate studies in England. His love of boating is evident simply from the fact that the young man, Frank Dvorak, is now the Chief Commander of USPS – the first to have been born in Canada.

National Volunteer Awards



Retiring Governing Board General Director Mary Ridgewell, AP, and C/C Malcolm Blann, AP.



The Instructor of the Year award for Ontario was presented to Carolyn Reid, SN of Ashbridge's Bay Squadron, pictured here with C/C Malcolm Blann, AP.



Retiring Seamanship Course Director Clifford Miller, AP, with C/C Malcolm Blann, AP, and NTO Joe Gatfield, AP.



The Gordon McCandlish plaque was presented by C/C Malcolm Blann, AP, and ANTO Barb Hoffstrom, SN, to the National District DTO James Reid, SN.



Deborah Churchill of Avalon Squadron, Officer of the Year for Atlantic Provinces, received a Fortress anchor from Alex Milne Associates.

Retiring Governing Board General Directors R. John Garside, AP, Don Lassey and Mary Ridgewell, AP, were recognized at the Governing Board Luncheon.

The Howard G. Peck Volunteer of the Year, an award for an outstanding volunteer who has made a lasting contribution to CPS, selected from nominations sent to the awards committee, was presented to Hans Etzel, P, of Barrie Squadron.

Officer of the Year awards are given to four people, from the Atlantic provinces, Quebec, Ontario, and the western provinces. Plaques and a box

During the Training Luncheon, ICOM Canada Volunteer Electronic Instructor of the Year awards were presented to CPS Electronic Course instructors Serge Castonguay, PA of Escadrille Hochelaga, Eastern Region, Allan Bell, AP of Port Credit Squadron, Central Region, and Peter Bennett, JN of Vancouver Squadron, Western Region.

The Gordon McCandlish Award - District Award to the District with the most improved performance in Advanced and Electives during the preceding year in relation to membership. - National District

Beldon W. Fox Memorial Trophy - Squadron Award with the most

Kitchener-Waterloo Squadron representing Ontario and Alfred J. Cumiford, AP of Royal City Squadron representing the western provinces.

The G. William Bowman Instructor of the Year award, sponsored by Weems & Plath, is named after George W. Bowman, who initiated the first CPS Safe Boating classes in Canada in 1938, and who served as the first Commander of a squadron and the first CPS C/C. Three awards represent the Atlantic provinces and Quebec, Ontario, and the western provinces. A gimballed clock with plaque was presented to Gary Case, AP of Avalon Squadron, Atlantic provinces and Quebec, Carolyn Reid, SN of Ashbridge's Bay Squadron, Ontario, and George [redacted] Squadron for the western provinces.

ing Course - Ripple Rock, VIND

on Award for the Marine Maintenance is
ing the most successful class during the
team effort, the award was presented to
c Mainland District

Excellence in Distance Education for his
ted to Joe Gatfield, AP, Western Ontario

Morton Riback, P, Marine Radio, Clifford



Jim Brown, S, of Burlington Squadron Receives his Chief Commander's Letter of Commendation from C/C Malcolm Blann, AP.



Holly Levinter, AP, receiving her C/C Citation from C/C Malcolm Blann, AP.



Retiring Committee Chair, Tracie Berekoff, P, receives a Citation from C/C Malcolm Blann, AP.

CPS regulations provide that the C/C, at his discretion, may make certain awards. C/C Malcolm Blann, AP, presented two citations, to P/C/C Serge St-Martin, JN and to Holly Levinter, AP.

P/C/C St-Martin, JN was recognized for 33 years of volunteer service, for having held six of the nine positions on the Operating committee, and for having been the longest serving Chief Commander. He translates courses and other materials on demand and "has taken both French translation and French editorial review to levels never before achieved in CPS and his contribution to the success of the organization has been invaluable."

Holly Levinter, AP, was a founding member and Commander of the former St. James Squadron then Commander of Ashbridge's Bay before serving in several roles including DTO for York East District. She is Chair of the English Editorial Review Committee for the National Training Department and a long time regular at Port Hole with her "On the Wind" column. Holly has 39 merit marks.

Jim Brown, S, of Burlington Squadron and Jacques Théorêt, P of Escadrille Yamaska-Orford, received Chief Commander's Letters of Commendation.

Jim, an 18 year volunteer, has been the primary force in CPS moving forward with the strategically important MAP2 program, now called the Membership Retention Program. Through Jim's determined efforts and encouragement the pro-

gram was successfully brought forward into 2010, and regional coordinators were selected to reach out and spread the word to all districts and squadrons across Canada. Also coordinator for the largest region in Canada, Jim visited districts across Ontario to make presentations and encourage participation by all squadrons, and kept National Officers fully updated via visitations to National Training and Governing Board meetings.

Cdr Jacques Théorêt, P, received a C/C's Letter of Commendation for his considerable involvement in the organization of the 2009 Sherbrooke Conference. As Deputy, Jacques not only relieved the Chair of many tasks of the event, but his influence made him an effective leader for all activities during the Conference, in addition to his duties as treasurer. Jacques' actions were an important part of the great success of the event. During that period, as Squadron Commander, Jacques emphasized the presence of Yamaska-Orford Squadron in the region, and the many boaters who were trained.

Recipient of the Chief Commander's Letter of Appreciation, awarded to a non-member or corporation, was Bill Milne, President of Alex Milne Associates Ltd. As President of Alex Milne Associates Ltd., Bill has been a long time sponsor of the Annual CPS Environmental Award. During 2010 he expanded his participation by entering into a partnership agreement with CPS, Natural

Marine and Fortress Anchors which provides for direct Member benefits and the assumption of sponsorship of the Annual CPS "Officer of the Year" Awards.

Retiring Committee Chairs, P/C/C Doreen Hinksman, AP, Ron Hume, JN, Tracie Berekoff, P and David Estey, SN were recognized for their years service in their positions.

Awards were also presented at District AGMs. Citations were presented to George Davis, a 50-year charter member with 46 Merit Marks, the late Rhonda Jones, SN, a 25-year member with 25 Merit Marks, and Alan Eldred, a 36-year member with 36 merit Marks. A Letter of Appreciation was presented to Jeff Guy, manger of the London boat, Fishing, Leisure Show.

Forty-nine CPS volunteers received their Life Memberships this year. Many Life Memberships were presented at District or Squadron AGMs. Four members who were present received their 20th Merit Mark, their Lifetime Membership Card, their Life Member Flag and a 20-year Longevity Pin were James Adams, AP, Orillia Squadron, Erik Fabricius, S, Barrie Squadron, Joe Gatfield, AP, Windsor Squadron and Darelene Wood, Burnaby Squadron.

In total, CPS awarded 2754 Merit Marks in 2010.

MARKETING, ENVIRONMENT, AND MEMBERSHIP AWARDS

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 were considered “Best Practices” that can be implemented by other Squadrons & Districts. The award program will encourage participation and consistency with our National Branding Program.

Marketing Award recipients of a pull up banner customized for their District or Squadron were: Western Ontario District – pull up banner program for members Squadrons.

Kellie Skelhorn, Public Relations Officer, Halifax Squadron - CPS-Canadian Safe Boating Awareness Week materials.

Cam Stevens, AP, Public Relations Officer, London Power & Sail Squadron – Reach Out program to Squadron members and enhanced exhibit.

Two membership awards are presented at the AGM Lunch for the Squadron and District achieving the highest overall membership renewal rate over the past year.

The winner of the Star Award is Nepisiguit Bay Squadron with 100% renewal of regular and associate members. The District Bell award was presented to York East District. Runner up and Honourable Mention Certificates were presented to Squadrons and Districts earlier.

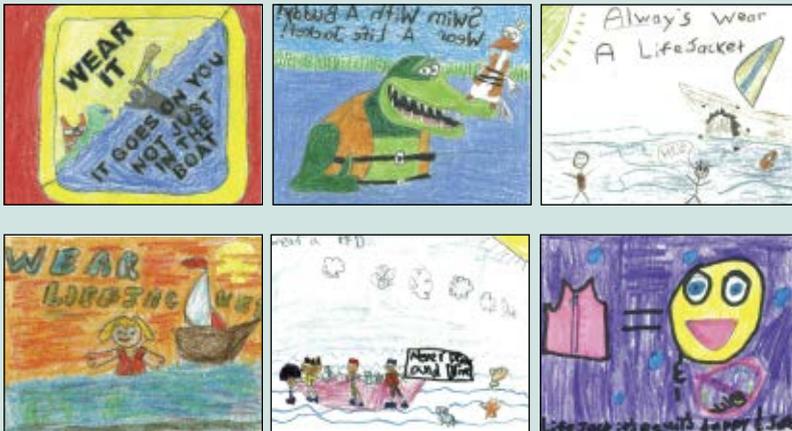
The Environmental Award was given to Estuaire St. Laurent District.



Cam Stevens, AP, receives his Marketing Award banner from National Administrative Officer Catherine McLeod, AP

BOATWISE WINNERS

Each year, the six to 14 year old crowd is given a theme and asked to create a picture that could be transformed into a note card. Conference attendees vote on their favourites in two age categories.



Winners this year were:

11 to 14 years

1. Emerson Stock – Windsor Squadron
2. Nigel Stock – Windsor Squadron
3. Alex Cofell – Wallaceburg Squadron

6 to 10 years

1. Mackenzie Wattie – Etobicoke Squadron
2. Trevor Cofell – Wallaceburg Squadron
3. Dex Blackton – Windsor Squadron

CPS Members improve Canada's marine charts

Don Lassey

Chair, Marine Reporting Committee

The word MAREP is a coined word, short for MARine Information REPorting. The MAREP Hydrographic Programme is a joint effort of Canadian Power and Sail Squadrons (CPS) and the Canadian Hydrographic Service (CHS), a branch of the Federal Government's Fisheries and Oceans Canada. This was formalized jointly in 1971.

The purpose of the programme is to permit CPS and the CHS to carry out an ongoing programme to ensure the reporting of discrepancies on Charts, to update and to make qualified recommendations towards improving nautical information on Charts and other CHS publications, including Small Craft Guides, Sailing Directions, Tide and Current Tables, etc. by CPS Members.

In 1979 the Canadian Hydrographic Service (CHS) instituted a new series of awards. They recognized the efforts of all CPS Members in the programme by presenting annual awards in four categories:

- Best Squadron Effort
- Best District Effort
- Most Improved District
- Best Individual Effort

At the CPS-ECP AGM in Nanaimo in October 2010, Michael Ward, from the Pacific Region CHS, representing Dr. Savithri Narayanan – Director General, Dominion Hydrographer (CHS) presented these awards as follows:

- Best Squadron Effort: Yamaska-Orford
- Best District Effort: Cartier
- Most Improved District: Cartier
- Best Individual Effort: Alain Couture (Yamaska-Orford)

CPS-ECP Members also report those hazards to navigation with some immediacy directly to the Canadian Coast Guard (CCG) as well as to CHS. These may be Aids to Navigation that are missing or out of place, sunken wrecks in water traffic areas, etc. which produce Notices to Mariners (NOTMAR) or Notices to Shipping (NOTSHIP).

The Marine Reporting Committee, with assistance from MAREP officers at District and Squadron levels, is currently upgrading and updating the program to include modern and up-to-date methodology to assist our members in the identifying and reporting on hazards to navigation. To start with we have aligned our (CPS-ECP) organization to parallel that of CHS which is on a four Regional basis in order to improve communications. We are also examining the reintroduction of an "Adopt-A-Chart" program whereby the Squadrons may look at a chart or portion thereof to check it against any changes or hazards regularly as part of the overall program. This would enhance the MAREP program as well as improve members' skills in navigation.

If you want to make a report contact your local Squadron MAREP Officer. 

Canadian Hydrographic Service AGM Seminar Report

The Canadian Hydrographic Service, represented by Michael Ward and David Jackson, provided an overview of the development of charting in Canada. They started with the Admiralty surveys done using lead line soundings and worked through the founding of CHS and the use of echo sounders, first single beam and then multi-beam up to the use of more modern technologies for the fixing of positions.

While the service produces 946 charts for use in Canadian waters, modern navigation practices also see the Service providing hydrographic data for use by electronic navigation equipment on board ship.

The seminar gave a good insight into the changing techniques of hydrography and charting, from changes in training methods to the introduction of modern sounding and charting methods.

Some old ways die hard it seems, as one survey ship has evidently located Ripple Rock by the simple means of direct contact between the ship's hull and the rock.

Competition Winners



Division 1 – Training Awards- 3D painted models, Bill Squires, Avalon Squadron

Division 1 – Training Awards

1. Seamanship Instructor's CD, C. F. Miller/S. Boucher, Cowichan and Nanaimo Squadrons
2. 3D painted models, Bill Squires, Avalon Squadron
3. Seamanship Student's CD, C. F. Miller/S. Boucher, Cowichan and Nanaimo Squadrons

Division 3 – Crafts

1. Nanaimo 2010 afghan, Margaret Dash, Mount Breton Squadron
2. Killer Whales quilt, Anne Headrick, White Rock Squadron
3. Crazy Waves afghan, Doreen Hinksman, North Halton Squadron

Division 5.1, Publications, newsletters

1. The Reef, Lynne Lockhurst, North Halton Squadron
2. Icebreaker, Judy Smith, Prince George Squadron
3. Newsletter, Linda Spence, White Rock Squadron

Division 5.2 Publications, stories, poems, narratives

1. Story, Frédéric Bouvier, Hochelaga Squadron
2. 50th Anniversary, submitted by Kitchener/Waterloo Squadron

Division 6.1 Visual Arts, Photography

1. Shirley Shea, White Rock Squadron
2. Burt Worth, Orillia Squadron
3. Ann Thompson, Mount Breton Squadron



Mosaic sofa table, Susanne and Jeff Hale, Ballenas



Granville Bisquine, C.F. Miller, Cowichan Squadron

Division 6.2 Visual Arts, paintings and drawings

1. At Anchor, Bob Weenk, Gabriola Squadron
2. Painting #6, Tony Cook, Toronto Squadron
3. Granville Bisquine, C.F. Miller, Cowichan Squadron

Division 6.3 Visual Arts

1. Mosaic sofa table, Susanne and Jeff Hale, Ballenas Squadron
2. Serge Castonguay – Hochelaga Squadron
3. Micheline Nadeau – Hochelaga Squadron

Division 7.1 New Media , best of the web, two entries

Section A: Within the CPS web portal: Howard Handelman, Windsor Squadron, <http://www.cps-ecp.ca/windsor>
 Section B: Outside the CPS web portal: Tied for first place, Bob Everson, Fraser Squadron, www.frasersquadron.ca and Jeff Hale Ballenas Squadron, <http://www.cpsballenas.com/>

Division 7.3 New Media, Digital Presentations

1. Water Levels and Weather in the Great Lakes Basin, Dave Ingalls, Janet Orge, Carolyn Reid, York East District

Division 7.4 New Media, Digital photography

1. Tied; Danièle Sasseville, Hochelaga and Lynne Lockhurst, North Halton Squadron
2. Serge Castonguay, Hochelaga Squadron
3. Micheline Nadeau, Hochelaga Squadron

The Pirates' Cruise

Tony Cook, S
Chair, National Communications Committee
Toronto Squadron

P/C Don Mercer, Vancouver Squadron, and his wife Susan had sailed their brand-new 40-foot North Pacific sedan trawler over to Nanaimo from False Creek, looking forward to taking part in the Nanaimo student cruise. They, and many other boaters, were disappointed when the cruise was cancelled due to the threat of heavy weather.

On Sunday morning, though, Susan suggested a harbour cruise, and she soon had John and Doreen Hinksman and my wife Annie and me, hastily jumping aboard.

The "harbour cruise" soon became "just a peek outside" to see what conditions were like. Don is very proud of his boat's handling, with its four-and-a-half foot displacement, and *Simbuyo* took the rather lumpy conditions beyond Protection Island in her stride. Nothing ventured, then, but to pull out the student cruise materials, much to John's delight, since he had spent some hours preparing for this back in Toronto, and to start work conning the way.

Down Northumberland Strait we motored, transiting Dodd Narrows against a stiff current. Conditions deteriorated in the Stuart Channel with heavy rain and increasing wave height. Our skipper concentrated on quartering the waves, and *Simbuyo* easily handled the rough water. As we made the turn into Ruxton Passage, we took the waves beam-on, while the crew leapt about, securing loose objects which threatened to become airborne. It was comforting to hear that *Simbuyo* will recover, theoretically, from a 105 degree roll.

We found smoother conditions in



Picture of the cove plaque and *Simbuyo* at the dinghy dock.

Pylades Channel. By now, the crew was feeling peckish, prompting the skipper to call for a lunch stop at Pirate's Cove on De Courcy Island. The Cove has a tricky entrance with a hidden reef, but a local cottager, evidently tired of pulling boaters off the hazard, had set up a private range. Mooring alongside a floating dinghy dock – don't do this in season – we explored the area, sought out the Pirate's Treasure Chest and sat back to enjoy Susan's delightful lunch of local mussels, and fried won tons.

The trickiest part of the cruise was yet to come: the passage through False Narrows, which appeared true to its name. Multiple ranges, ahead and astern, guided us along a meandering track amidst some serious reefs. Skipper Don, coolness personified, tweaked the autohelm and sailed

us through without incident. I rarely saw Don put his hands on the wheel.

Back in Nanaimo Harbour, Don wasn't finished with this cruise. I mean, a new boat, after all. He took us the length of the harbour, thus completing Susan's original intention.

The decision to cancel the student cruise was a wise one. Conditions in many areas would have been most unpleasant for smaller vessels with little displacement. As it was, Don and Susan sailed back to Vancouver the following day and experienced a very rough ride. But *Simbuyo* carried them safely to harbour. 🇨🇦



Photo: Vanessa Schmidt
Douglas-fir trees of the Cathedral Grove, MacMillan Provincial Park, BC



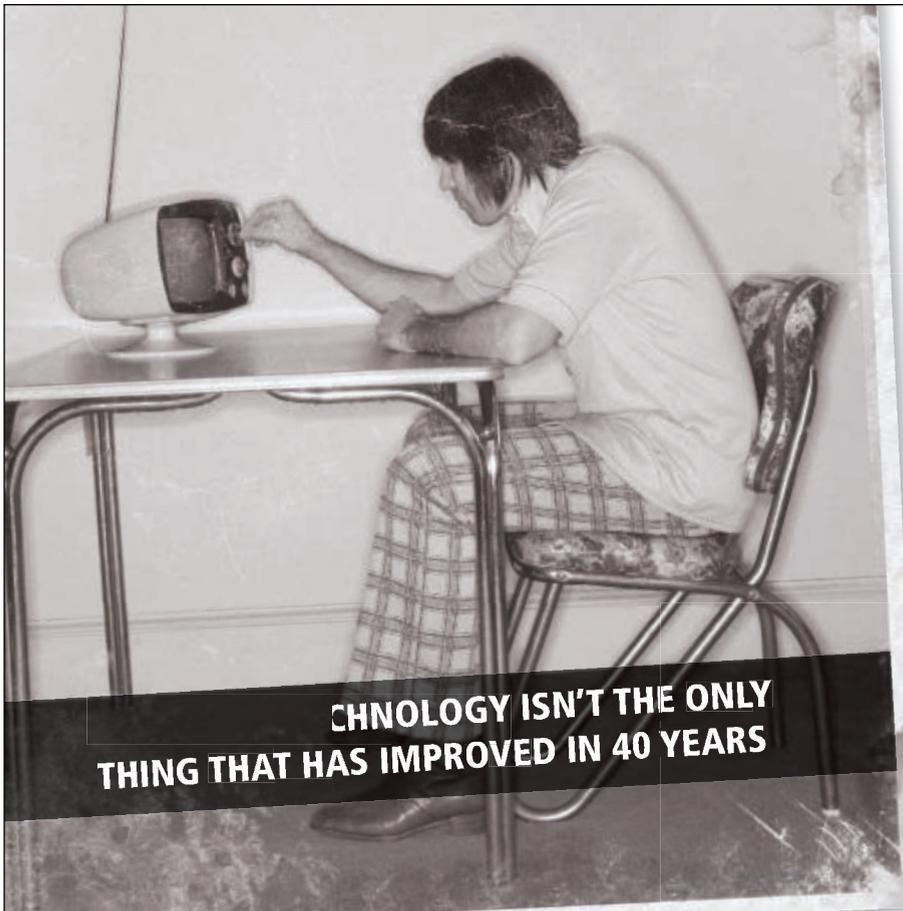
The salon is very people-friendly. There is a stereo on board, a flat panel television on the forward bulkhead of the salon and everywhere you look you see areas that are focused on people staying on board for long periods of time in comfort.

shaped windows to allow ample light into the salon. There are also large roof ports that allow for more light into the interior. Hunter's trademark of airy bright interiors is maintained on this 39. Add to

this the use of semi-gloss teak wall accents and the solid engineered wood flooring and one notices that the cabin salon is warm and inviting with a true feeling of richness.

To complete the inside viewing, we move to the forward stateroom. Here the large private space boasts a large V-berth with storage under the bed and beautifully finished wood surrounding you. Overhead are large opening windows that provide light and ventilation when it is not necessary to run the central air. There are two extremely large cedar-lined hanging lockers and storage is more than ample in this area.

In the sole of the main salon there is unbelievable storage and access. One can get to all of the required systems of the boat under the floor through one of sev-



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The galley is a very large L-shaped area with more than ample counter space to allow for the preparation of the most elaborate meals or simple snacks.

eral access points. In addition, there are separate storage spaces; some systems accesses double as storage space too.

In conclusion, the interior is spacious, the quality wood treatments are opulent, and the function of the interior surpasses

the form – if that is possible. You quickly realize that Hunter has thought about it all in the new 39. It is absolutely beautiful and lacks nothing; leather-like fabrics, Corian counters, a quality stereo system, flat panel TVs, high-end appliances and



This aft cabin includes a large double bed along with a large head/shower vanity that is shared with the main salon.

modern light fixtures all add to the interior. The Oceanaire shades and screens provide excellent light, natural air, and light protection all in one on the interior hatch installations. ↵

We did not get a chance to sea trial the 39 since we were at a show, so watch for a water trial in an upcoming issue.

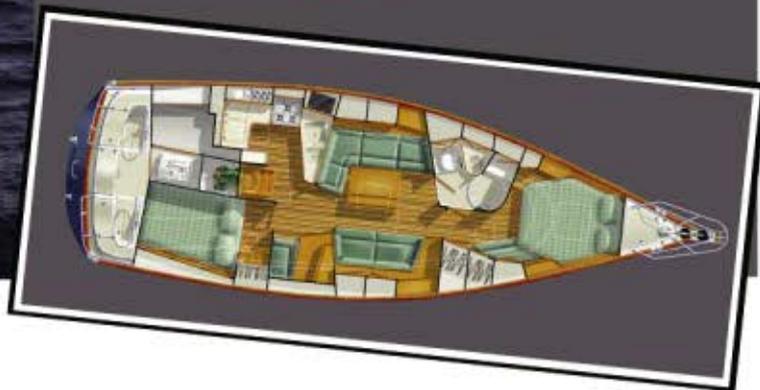
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fastest yachts on the planet such as the famous 35 m Moonraker which can reach 66 knots – a remarkable speed for a private yacht.

The VanDutch 40 opens up a new era in the world of the luxury daycruisers with performance that places it at the head of its class. In true daycruiser style, the VanDutch 40 offers a very welcoming and spacious cockpit accommodating up to 10 guests around a modular table framed by an immense L-shaped seating layout. Three people can relax on the rear sunbathing platform positioned above the engine compartment.

The cabin space below is just as spacious with a large table that lowers to form a very comfortable double bed.

IS IT REALLY? Is it really outrageous to have an open 40-foot runabout?

Well, it's not a runabout. This is a weekender. There's a full head. There are sleeping accommodations in a forward cabin. There's air conditioning and heating. There is a grand expanse of flat cockpit floor and space for a huge group of

By Andy Adams

people to all go places and enjoy the sun and surf together.

The boat was built by VanDutch Marine Shipyard and the design and naval architecture is the product of Frank Mulder who has designed some of the



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This boat has been finished in all white and the helm station is a model of simplicity with all digital electronic navigation and engine data for the twin Yanmar 480 hp diesels.



This view shows off the dramatic interior treatment with a raised sun platform over the engines, spacious interior and huge swim platform.

Air conditioning and heating, a flat screen television with sound system, refrigerator and microwave are among the many amenities.

The VanDutch 40 also includes the comfort of a large head with hot and cold water shower and an electric toilet.

The VanDutch 40 delivers performance and economy based on a pair of 260 hp Yanmar engines with Vee drive and the optional version as twin Yanmar 480 hp engines. Equipped with the twin Yanmar 480s, the VanDutch 40 can exceed 40 knots and the builders claim it's still comfortable thanks to the Frank Mulder hull designed. Standard equipment includes bow and stern thrusters for docking simplicity, Bimini top and side curtains and more.

How many people just take their boat out for the day? In spite of the remarkable styling and dramatic proportions, the VanDutch 40 may not be outrageous at all...it might just be sensible and if you aren't convinced, there's a 30-foot version coming this spring! 🐦

- www.vandutch-marine.com

Photography by Tim Wright www.photaction.com

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EXHAUST SYSTEMS AND MUFFLERS

IT HAD NEVER been so obvious to me until the day I drove the new Cruisers Yachts 48 Cantius. I was out with Todd Trepanier, one of Cruisers Yachts top technicians. I was doing a boat review for *Canadian Yachting* and Todd was aboard because it was hull Number 1 and absolutely brand new, so he was adjusting things and running factory sea trials.

By Andy Adams

At dockside, we had the sunroof fully open and the glass aft bulkhead too. As we headed out into Lake Michigan, we accelerated up to high speed. It started to get windy and cool so we closed the glass aft bulkhead and the huge glass sunroof. It was just like rolling up the window



This is a Vernalift muffler by Centek Industries. It was designed for inboard drive and auxiliary engines installed near or below the water line including generator engines and comes in gasoline or diesel versions.

in your car at highway speed. Suddenly, everything was peaceful and quiet. In fact, the 48 Cantius turned out to be one of the quietest boats I have ever been in.

Many new powerboat designs feature Volvo Penta IPS or CMD MerCruiser Zeus pod drives. Both are installed back near the transom and use a through-hub exhaust. Engine noise exits into the water underneath the boat. By being so quiet, the 48 Cantius would be substantially more comfortable on a cruise than one where you hear the drone of the engine exhaust.

Almost any inboard powered boat, sail or power, would be more quiet and comfortable if it was fitted with mufflers. Luckily, mufflers for virtually any boat are available from such companies as Centek Industries, Custom Marine, Livorsi Marine and Vetus America.

Marine exhaust mufflers can be divided into two basic types: dry exhaust and wet exhaust. Wet exhaust has engine cooling water in the flow, cooling the exhaust significantly. Few pleasure craft

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use a dry exhaust. They are generally quite noisy and heat dissipation can be a safety issue. A diesel engine exhaust can be 600 degrees C exiting the engine. Best to cool that.

Many marine wet exhaust mufflers use fiberglass-reinforced plastics because this type of construction will not corrode or deteriorate when exposed to gasoline or diesel fumes mixed with salt or fresh water. Resistance to higher temperatures wards off warping or melting which has been a factor in some rubber or plastic mufflers.

Next, choosing a muffler for your boat starts with the following basic considerations.

1. Engine Location – Engines located at or below the loaded water line (LWL) require some type of a “lift” muffler to prevent cooling water from flowing back into the engine.

2. Exhaust System Size – Larger engines require larger diameter exhaust systems and more space. The parts must be large enough to carry the cooling water and gases through the system without creating back pressure in excess of the engine manufacturer’s recommendations.

3. Noise Reduction – Muffler size and internal design will determine the amount of noise reduction achievable in a given installation. Larger mufflers deliver better silencing but space limitations may dictate the size and type of muffler that can be used.

Some underwater discharge systems can be retrofitted as long as sufficient space is available. For power boats with



This is called the “Sound Elimination Muffler” and it is made by Custom Marine. While the design still looks cool and the manufacturer claims it causes no increase in backpressure or loss of power, it makes an open high performance exhaust much more livable.

gasoline engines that now have wet exhaust running through the transom above the waterline, a simple exhaust tip might work, dropping sound levels but not horsepower. This winter, talk to your dealer or repair yard about a muffler system for your boat and get more enjoyment out of the people you take onboard!👉

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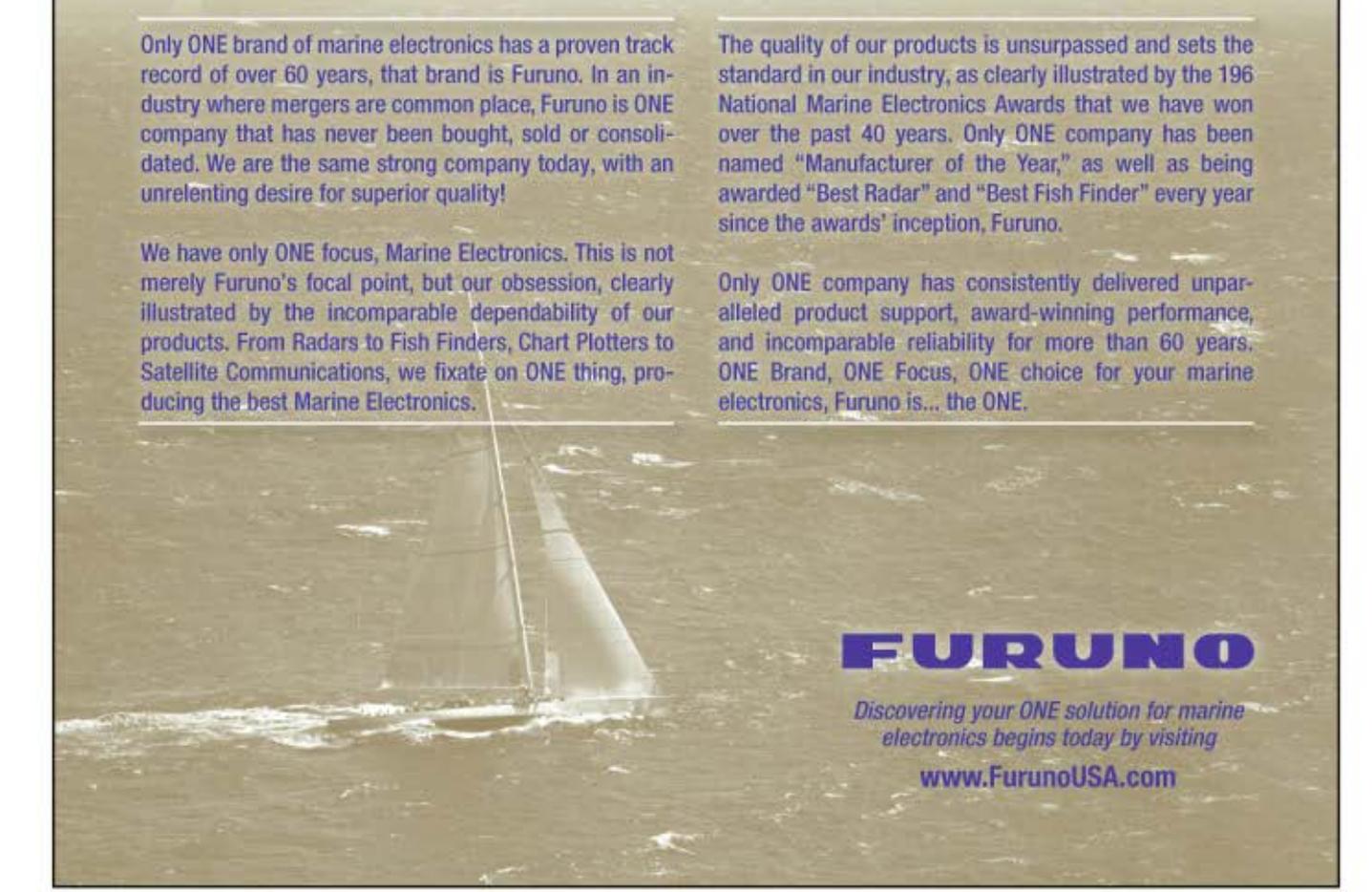
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As we look forward to the 2012 Olympics in London, two classes will be front and center: the Laser for Men and the Laser Radial for women. The Laser Radial might be, for some, a non-event, but for those who started to learn the sport for fun (and for racing), the Laser Radial was a monumental leap in design, taking a great concept and making it better. The “Laser” was brilliant at the time and still is today. Low cost, strict one design specifications, performance, both easy to rig and sail were all great features built around a two-section mast that slipped together for sailing

By John Kerr

Morten Fogh at 140 pounds. Note the lower mast bend characteristics making it easier to sail.



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but came apart easily for trailering or car topping. The Laser Radial evolution was brilliantly simple and based on experience and vision.

Anyone who has visited with Hans Fogh at his home will no doubt remember a wonderful caricature that hangs proudly in the trophy room. This picture clearly illustrates the young Hans

Fogh burdened with 25 kg. of sweaters on his back relentlessly hiking in his Finn as he did so many times in so many races in the 1960s. To compete and win in the Finn, Fogh, like many others, needed the weight the water-soaked sweaters would give him to keep his boat flat in the breezy conditions. He had to hike harder to balance the

boat and get the speed upwind.

Fast forward to the early 1970s & 1980s... Hans Fogh along with Ian Bruce and, of course, Bruce Kirby, worked hard together using their combined strengths in designing, building and sail/rig design to launch the Laser. And while that story is well known, the reality they faced over the first ten years of its great success was that a 90 kg. (198 lb.) sailor had a huge advantage racing in certain conditions (10+ knots). Giving a huge advantage to larger framed sailors started to impede the Laser's adoption as a true international class.

What they wanted to get to was a solution that enabled them to use as much of what they had while being true to the Laser's positioning as a low-cost performance one design class.

Many tried to help out the trio. But Steve Harstick's brave attempt at designing the Laser M Rig was the first. The goal: to design a smaller and therefore more easily handled sail plan/rig for the smaller sailor. Harstick's solution used standard sailcloth in 3-foot panels with three battens (just like its bigger brother). He added a neat halyard set-up designed around a bigger sleeve allow easier raising and lowering of the sail. Sadly though, the results were not what Harstick wanted. The rig, based on a smaller top section with its lower aspect ratio (compared to the Laser) was hard to depower because of the resulting stiffness of the mast which occurred because of the use of the standard lower mast section and the larger sail panels.

While this M Rig experiment contin-

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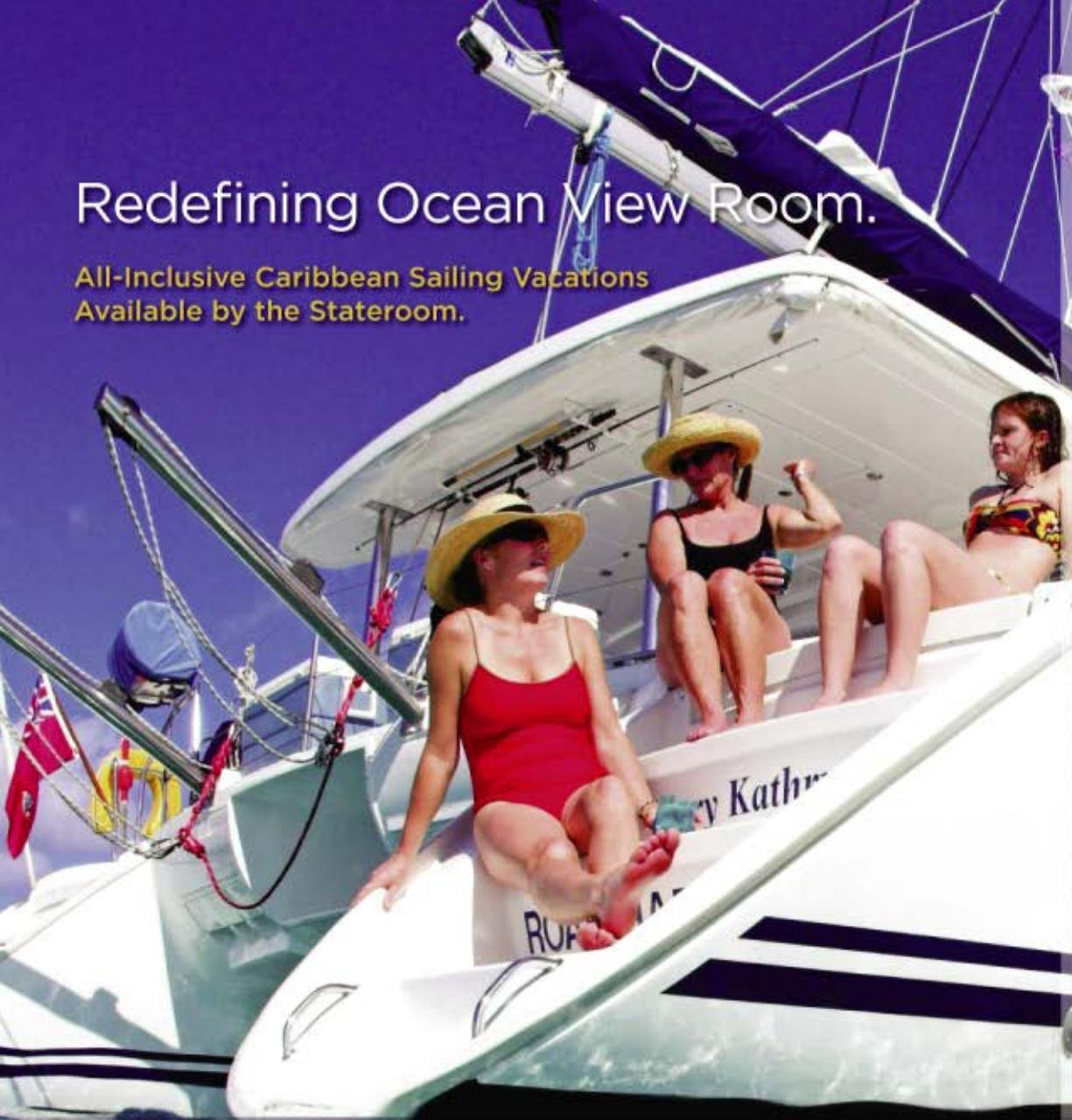
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ued, Hans Fogh's son Morten was exiting the Optimist and, like his father, his lighter frame and lower weight could not easily handle the Laser in medium to heavy conditions. Watching other young sailors go straight to two-man boats frustrated Fogh who reached back to his life experiences to provide the impetus for the evolution of the Laser, a move that gave the class new life, breadth and acceptance globally.

So what did Fogh do to allow the rig to easily depower and become the winner it is?

Taking a page from his Finn days – where sailors would actually plane the lower section of their wooden Bruder Finn masts to induce lower mast bend – he experimented with two options. Fogh attacked the challenges of the lower section. Clearly it had to be shorter; that was a given. One concept of actually rolling



The Laser and Laser Radial side by side.

the existing lower section profile into an oval shape was attempted but quickly scrapped as the costs became an issue. The successful combination in achieving an overall shorter length was based on a thinner wall, a shorter extrusion and a reinforced gooseneck configuration (which included a sleeve insert). This was only the first step.

The game changer came when Hans

reflected back on a radial mainsail configuration they had engineered in the 1960 Olympic Silver medal campaign. This, combined with his softer lower section, would give the results he craved. The resulting control and performance were achieved by having the sail panels radiate from the clew to the luff resulting in a smaller size sail at (62 square feet)

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that was better balanced. This and the use of 3.9 ounce polyester Dacron radial cloth reduces stretch especially on the leech. Together with its sail and bendy lower section, the balance came from moving the sails center of effort aft.

What Fogh's solution did was to allow the ability to trim the mainsheet, free the leech and better balance the boat by hiking. Upwind in windy conditions, the Laser Radial allowed a lighter sailor to match tacks with his or her heavier competitors in standard rigs.

On the water results quickly rejuvenated participation worldwide. Morten Fogh was able to compete in all conditions successfully. The new rig premiered in Kingston on a day that boasted 20+ knots of breeze and the younger Fogh was in contention upwind all the time. Although downwind, the smaller sail held him back somewhat, the launch was



Laser Radial close reach under control.

a huge success. The traction and momentum given to the Laser class was impressive: increased fleets sizes; bigger events; and kids were staying longer in sailing with their own boats. Thomas Fogh also

set the pace with his arrival at a US Nationals competing with the bigger guys with ease.

The rest is still making history. There are more Laser Radials sailing today than Lasers – with participation at all levels still exceptionally strong. But perhaps the underlying legacy of what Hans Fogh did is not so obvious. His vast experience enabled him to focus on what sailors need to compete first, something the sport of sailing is conflicted about as it pursues its place on the multimedia stage. And the present brain trust in sailing needs to do just what Fogh did: draw on what works, dig deep on experience, use practical sense solutions and put the sailor first. 🗑️

John Kerr sailed with Hans Fogh in the Soling and now, when they have time, they try to campaign an Etchells.



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AS WE COUNTDOWN to the London 2012 Olympics, we are going to profile key members of the Canadian Sailing Team in the next 10 issues of *Canadian Yachting*, including sailors, coaches and stakeholders. To kick off this series of profiles, we are going to highlight the efforts of Richard Clarke and Tyler Bjorn who are campaigning in the Star Class. This pair, who are long-time friends, have combined their considerable talents and physical attributes to create a winning team. Richard and Tyler enter the final phase of Olympic qualification in good shape. The backroom team, including CYA High Performance Director Ken Dool and Coach/Manager Steve Mitchell, no slouch in the Star Class himself, are addressing every aspect of the campaign to leave no stone unturned in the search for improved performance. We certainly expect to see some top drawer results in the countdown towards London 2012.



The Clarke/Bjorn team competing in the 2010 Star Western Hemisphere Championship – Gold – Nassau.

PHOTO CREDIT: FRIED ELLIOTT / friedbits.com

Tyler Bjorn was born into a family committed to fostering sailing in Canada. His parents met through the Royal St. Lawrence Yacht Club sailing program. For as long as he can remember, his summers were spent sailing. His father, Peter, was Ian Bruce’s crew in the Star at the 1972 Olympics and his partner in the worldwide expansion and development of the Laser Class. The family also played an integral role in the expansion of the Laser II, Optimist and 29er Classes throughout North America. When Bruce designed the Byte in the mid-1990s, Tyler played an integral role in making it the largest class in Canada for 10 years running as well as promoting it as an international class. He worked the same magic a second time by introducing the 29er to Canada, where it became the largest double-handed class throughout North America.

Bjorn started sailing Lasers when he was 15 and became fast friends with Richard Clarke. He physically outgrew the Laser in no time. As a linebacker/defensive end on the top-ranked Canadian football team at Bishop’s University during the early 1990s, Bjorn juggled his college football commitments with being on the Canadian National Sailing Team. He sailed the Finn with success from 1993 through 2000. He was a member of the Canadian Finn team, which included the likes of Larry Lemieux and Richard Clarke. Bjorn was a sparring partner for Clarke during Clarke’s preparations for the 1996 Olympics and proved to be a formidable match by winning the Canadian National Championship and placing 4th at the North American

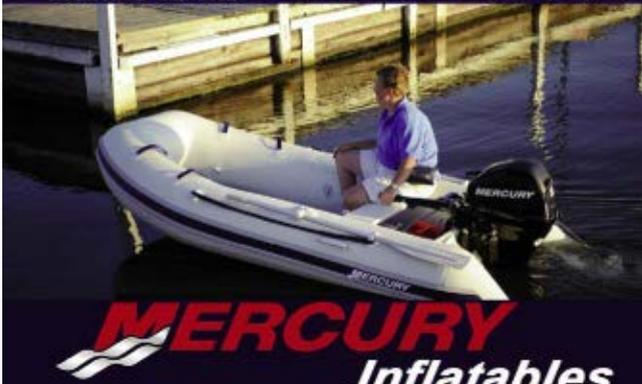
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Championship that year.

Star sailing is in the Bjorn family. Tyler's father sailed the Star for Canada in the 1972 Olympics; his brother, Kai, crewed for Ross MacDonald at the Sydney 2000 Games. Tyler got a taste for Star sailing and keelboat sailing when he crewed for Clarke during a week of training in 2003.

Bjorn was involved in the Canadian Mini 6.5 project, but jumped at the offer to be a full-time Star crew in 2005 and was a member of the Canadian Sailing Team. During the 2009 Bacardi Cup, Bjorn sailed the PStar for the first time during with American Clay Bischoff, who had never sailed a Star before. The pair had several outstanding races and Bjorn became enamored with the PStar.

As the 2009 Star North American Championship approached, Bjorn put together his dream team. He arranged for the charter of the very same boat that served him so well in the Bacardi Cup



2010 Star Western Hemisphere Championship – Gold – Nassau.

PHOTO CREDIT: FRIED ELLIOTT / friedbits.com

and he persuaded his lifelong friend, Richard Clarke, to sail with him. Clarke and Bjorn, were not only competitive through a full range of conditions, they were second in the regatta.

The old friends sailed so well together that they decided to juggle a modest Star campaign with all of their other activities throughout 2010. The campaign included P2, the second PStar ever produced. The modest campaign posted tremendous results including winning the 2010 Star Western Hemispheres in Nassau and placing third in the 2010 Star European Championship, the largest regatta in the Star Class' history to date.

Richard Clarke is one of Canada's most experienced Olympic Class, keelboat and offshore racers. Born and raised in Ontario, Canada, Clarke excelled in Finn sailing. He represented Canada in the Men's One Person Dinghy Heavy discipline and sailed a Finn at the 1992, 1996, 2000 and 2004 Olympics. During the decade and a half that Clarke sailed Finns, he attained the ISAF #1 world ranking and he was on the podium countless times, including winning a silver and two bronze medals at the 2004,

1994 and 1999 Finn Gold Cup regattas, respectively. He also won a gold medal at the 1999 Pan Am Games in the Finn.

Clarke carried the athleticism and tactical savvy gained from his Finn sailing with him to keelboat racing. He has been helmsman, tactician or trimmer for world championship keelboat and offshore teams including the 2003 and 2009 Melges 24 world championship team, the 2001/02 Volvo Ocean Race as the helmsman/trimmer for illbruck and the 2003 Daimler Transatlantic Race. Other feathers in his offshore racing cap include winning the 2003 Transpac Barn Door Trophy for the overall corrected time and setting a double-handed record with Philippe Kahn during the 2007 Transpac. The pair also was the first to finish and the overall winner of the 2008 Pacific Cup from San Francisco to Hawaii.

Clarke was the Canadian Yachting Association Male Athlete of the Year in 1993, and won the coveted Rolex Sailor of the Year Award in 1999. He won the Gerry Roufs Trophy in 2002 for achievement in international Offshore Racing. He was recognized as the British Columbia Sailor of the Year in 2010.

The most recent chapter in Clarke's

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sailing chronicles has barely just begun. At the end of 2009, he teamed up with Canadian Sailing Team member, Tyler Bjorn in the Star. Some may have attributed the win to beginner's luck, but that theory was disproved at the Bacardi Cup where they finished fourth in an 84-boat fleet. With Bjorn tuning the boat and pulling a lot of the strings, the newlyweds went to Nassau where the wind blew like stink and Montagu Bay was frothy throughout the warm up event and the Star Western Hemispheres. To go with their victory, Clarke and Bjorn won their first silver star. The momentum carried over to Europe where they were the early leaders of the 2010 European Championship, the largest Star regatta in history. In the end, they were third on count back in a very light air regatta.

Clarke has done a phenomenal job juggling family, Olympic Class and big boat sailing. He is helmsman on the

Southern Cross 52, Vela Veloce, winner of the 2010 Rolex US-IRC National Championship. He manages and skips the Wind Athletes Canada Open 60 program, O Canada. He is tactician on Mayhem, the Canadian TP52 and he is doing a formidable Star campaign and enjoying time on land with his family on Salt Spring Island in British Columbia.

Clarke comes from a seafaring stock. His great grandfather ran grain on a tall ship between the UK and Australia and rounded the Horn many times. Both of his grandfathers died at sea - his father's father was killed on a PT boat off the coast of the UK during WWII and his mother's father died in a sailing race on the west coast of the UK. His parents met while sailing at the University of London. His father sailed a Finn in the 1972 Olympics, and was on the same team as Peter Bjorn, Tyler's father.

Both Clarke and Bjorn are members

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of the Canadian Sailing Team and have the backing and support of Wind Athletes Canada where they are part of an Open 60 campaign. Given his size, Bjorn is a grinder and is absorbing as much as he can from his great friend, tactician, helmsman Clarke. The pair also race under the IRC rule on Vela Veloce and compete among the SoCal52's on Mayhem.

The friends aspire to follow in their fathers' footsteps and represent Canada at the Olympics.

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<p>2006 SeaRay Sundancer 240 \$49,900</p> <p>New offering. This is a great trailerable, family boat! Like new interior, must see.</p>	<p>2008 Cruisers 280 CXI \$ 79,000</p> <p>This boat is loaded with options! Genset, BBQ, bow thruster, plus more.</p>	<p>2004 Four Winns 298 Vista \$ 85,000</p> <p>Only 200 hours, like new loaded with options at a great fall price!</p>	<p>2006 Four Winns 318 \$119,000</p> <p>Meticulously cared for. This express cruiser has all the right equipment.</p>	<p>2005 Cruisers 320 Express \$ 129,000</p> <p>Perfect big water cruiser. Low hrs and well equipped. See why people step up to buy a Cruisers Yacht.</p>
<p>2008 Carver 41 Cockpit \$ 369,900</p> <p>Has every factory option plus more. A better equipped boat will be hard to find.</p>	<p>1987 37 President MY \$ 69,900</p> <p>This yacht is in spectacular condition. A floating cottage with incredible value.</p>	<p>2008 Sabre 34 HardTop \$ 425,000</p> <p>Finest quality, from Stidd helm chair, functional galley and Diesel T-Volvo D6 370 engine. Classic look and performance</p>	<p>2008 Cruisers 395 MY \$ 275,000</p> <p>New boat from the factory! List is \$565,000! Twin Diesels, 3 Flat sc TV's Central vac, Air Conditioning</p>	<p>2009 Cruisers 415 Express \$ 399,000</p> <p>New boat from the factory! List is \$649,000! Twin Diesels, Washer dryer Central Vac, Air Conditioning</p>

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Beneteau Oceanis 473	2004	\$249,000	Bayfield 32C	1980	\$39,900
Beneteau Oceanis 440	1991	\$91,000	C&C 32	1981	\$42,900
Dufour 44 Performance	2005	\$275,000	Contessa 32	1991	\$57,900
Reliance 44	2 FROM	\$85,000	Mason Intrepid 32	1965	\$23,000
Columbia 43	1970	\$49,900	Ontario 32	1976	\$39,900
Colvin Gazelle 42	1985	\$49,000	Hunter 31	1984	\$29,900
Whitby 42	1973	\$94,000US	Alberg 30	1976	\$18,000
C&C 41	1983	\$105,000	Aloha 30	1986	\$42,900
Beneteau Oceans 40CC	1996	\$139,000	C&C 30	1979	\$35,000
Buchanan 38	1967	\$29,900	C&C Mega 30	1981	\$9,800
Farr 38	1981	\$60,000	CS 30	5 FROM	\$39,900
Hunter 38	2 FROM	\$159,000	Express 30	1985	\$31,500
Hanse 375	2010	On Request	J92s	2007	\$117,000
Northern 37 Ketch	1979	\$49,900	Kirby 30	1981	\$17,500
Pacific Seacraft 37	2000	\$210,000	Nonsuch Ultra 30	1989	\$79,900
Peterson 37	1986	\$73,900	Bayfield 29	1983	\$29,000
Tripp 37	1987	\$69,900	Chaser 29	1975	\$14,000
Allied 36	1973	\$40,000	Hughes Columbia 8.7	1982	\$24,900
Bayfield 36 Cutter	1986	\$113,900	Aloha 28	1980	\$23,600
Beneteau 361	2002	\$124,900	Grampian 28	1975	\$15,900
CS 36 Merlin	2 FROM	\$74,900	C&C 27 MKI	1973	\$23,000
CS 36 Traditional	8 FROM	\$52,500	C&C 27 MKIII	1974	\$11,900
C&C MKIII 35	1986	\$69,500	CS 27	1980	\$15,999
Goderich 35	2002	\$199,000	Mirage 27	1979	\$13,900
Hanse 350	2008	\$150,000	Mirage 275	1989	\$36,500
J105	2004	\$119,000	C&C Wave 26	1989	\$21,900
Aloha 34	1981	\$48,000	Grampian 26	2 FROM	\$7,200
Ericson 34	1987	\$62,900	C&C 25 MKII	1981	\$16,000
Hanse 342	2005	\$145,000	C&C Redline 25	1975	\$7,500
Hunter 34	1984	\$49,900	Catalina 25	1980	\$9,500
J34	1985	\$34,900	C&C 24	1980	\$8,995
C&C 33 MKII	1985	\$50,500			
CS 33	1987	\$54,900			
Hunter 33	1977	\$26,000			
Mason 33 Intrepid	1977	\$19,900			
Morgan 33 Out Island	1974	\$29,500			
Viking 33	1973	\$19,900			

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POWER

46' Bertram	1980	\$173,000
45' Sea Ray	1995	\$219,000
44' Trojan	1974	\$69,000
42' Custom Steel(TLC)		\$19,900
42' Shepherd	1964	\$65,000
39' Silverton	2002	\$199,900
35' Chris Craft	1965	\$29,900
34' Sea Ray	1986	\$49,500
33' Baldwin Downeast	2003	\$112,000
32' J-Craft	1991	\$14,900
32' Trojan	1974	\$39,000
31' Chris Craft	1971	\$22,000
30' Beachcraft	1978	\$19,900
30' Chaparral	1987	\$19,995
30' Sea Ray	1987	\$29,900
29' Chris Craft	1985	\$15,900
28' Bayliner	1985	\$14,500
28' Bertram	1976	\$29,900
28' Custom Trailer	2001	\$49,900
28' Sea Ray	1987	\$13,900
28' Trojan	1987	\$19,900
27' Carver	1990	\$16,900
27' Regal	1985	\$13,900
26' Azure	2005	\$24,900
26' Bayliner	2007	\$59,900
26' Cruisers	1981	\$14,900
26' Regal	2002	\$43,900
25' Doral	1987	\$7900
24' FourWinns	1996	\$15,900
22' Sea Doo	2002	\$23,000
21' Sea Ray	1999	\$23,900

SAIL

48' Custom	1988	\$39,900
36' Catalina	1986	\$59,900
31' LM Motorsailer	1983	\$59,900
31' Seafarer (TLC)	1972	\$9900
31' Southern Cross	1977	\$49,900
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30' C&C	1972	\$19,900
30' Catalina	1979	\$23,500
30' Redwing	1969	\$23,000
30' Kirby	1981	\$17,500
29' C&C	1983	\$22,900
27' CS	1976	\$14,900
27' Mirage	1980	\$12,900
26' C&C	1977	\$15,500
26' Hughes	1978	\$13,900
26' Niagara	1980	\$10,900
25' Catalina	1982	\$9900
25' Capri	1981	\$8500
24' Tanzer	1979	\$6900
24' Tanzer	1983	\$8500
22' Abbott	1978	\$7900
22' Abbott	1974	\$7900
22' Catalina	1974	\$5900
22' Tanzer	1976	\$4500



21' SEA RAY 1999

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22' SEA DOO 2002

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26' REGAL 2002

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SAIL & POWER					
1985	Colvin Two Masted Barkantine	CDN \$118,000	1983	CS 36	CDN \$68,900
1999	Sea Ray 54 Sundancer	CDN \$369,000	1988	Bruce Roberts 36	CDN \$59,900
2000	Hunter460	CDN \$199,00	1975	Chris-Craft 350 Catalina	CDN \$25,900
2000	Hunter 460	CDN \$199,000	1983	Hunter 34	CDN \$44,999
2006	Hunter 45cc	CDN \$253,900*	1982	C&C 34	CDN \$28,900
2000	Hunter 450 Passage	CDN \$189,000	1979	Aloha 34	CDN \$44,900
2005	Hunter 44	CDN \$189,000	2009	Nonsuch 33	CDN \$225,000
2003	Hunter 44	CDN \$185,000	2008	Delphia 33	CDN \$139,000
2006	Hunter 41	CDN \$219,000	2005	Hunter 33	CDN \$114,000
2005	Hunter 41DS	CDN \$189,000	2005	Hunter 33	CDN \$107,000
2004	Hunter 41AC	CDN \$185,000	1981	Hughes 31	CDN \$19,990
1980	Hughes 40	CDN \$65,000	1989	Hunter 30	CDN \$43,900
2001	Mainship 390	CDN \$175,000	2002	Hunter 306	CDN \$56,900*
2006	Hunter 38	CDN \$159,000	1988	Odyssey 30	CDN \$54,500
2005	Hunter 38	CDN \$165,000	1978	Columbia 8.7	CDN \$19,900
2008	Hunter 38	CDN \$175,000	1980	Mirage 27	CDN \$11,500
2001	Dufour 38 Classic	CDN \$155,000	1997	Bayliner 2655	CDN \$23,900
2006	C&C 115	CDN \$234,900	1977	C&C25 Mk1	CDN \$9,500
1988	Hunter 37	CDN \$59,900*			<i>*Sale Pending</i>
2003	Hunter 356	CDN \$99,000			
1988	CS 36 Merlin	CDN \$84,900			

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40 Sea Ray 400 EX Cruiser, 1994	\$ 99,500	30 Sea Ray 300 Sundancer, 1986	\$ 25,900
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34 Silverton Convertible, 1986	\$ 48,900		
34 Sea Ray 340 Sedan Bridge, 1986	\$ 44,500		
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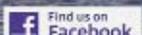


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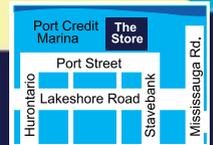
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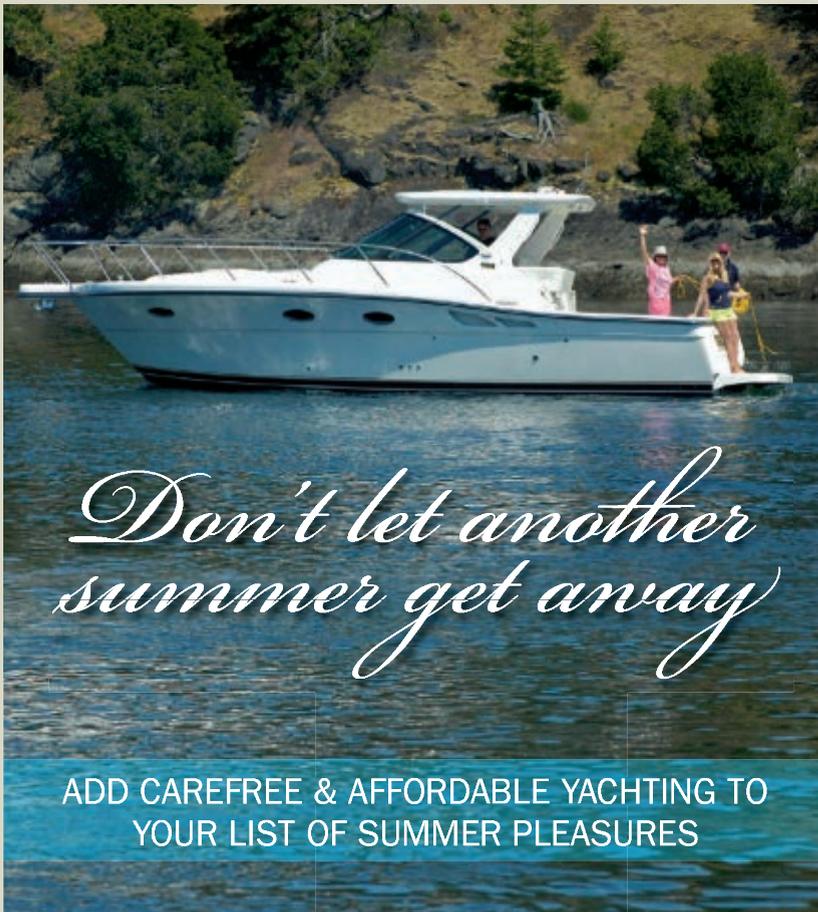
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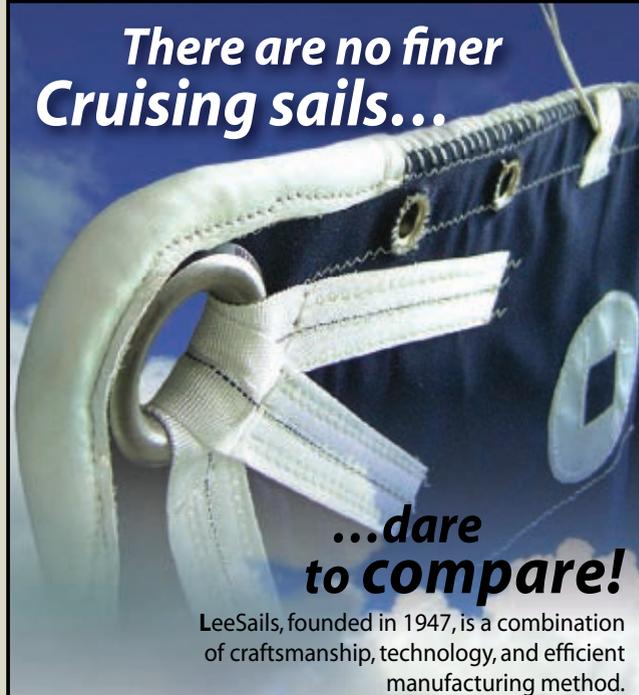


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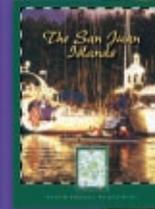
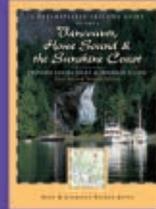
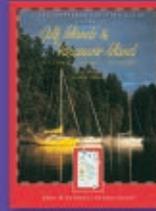
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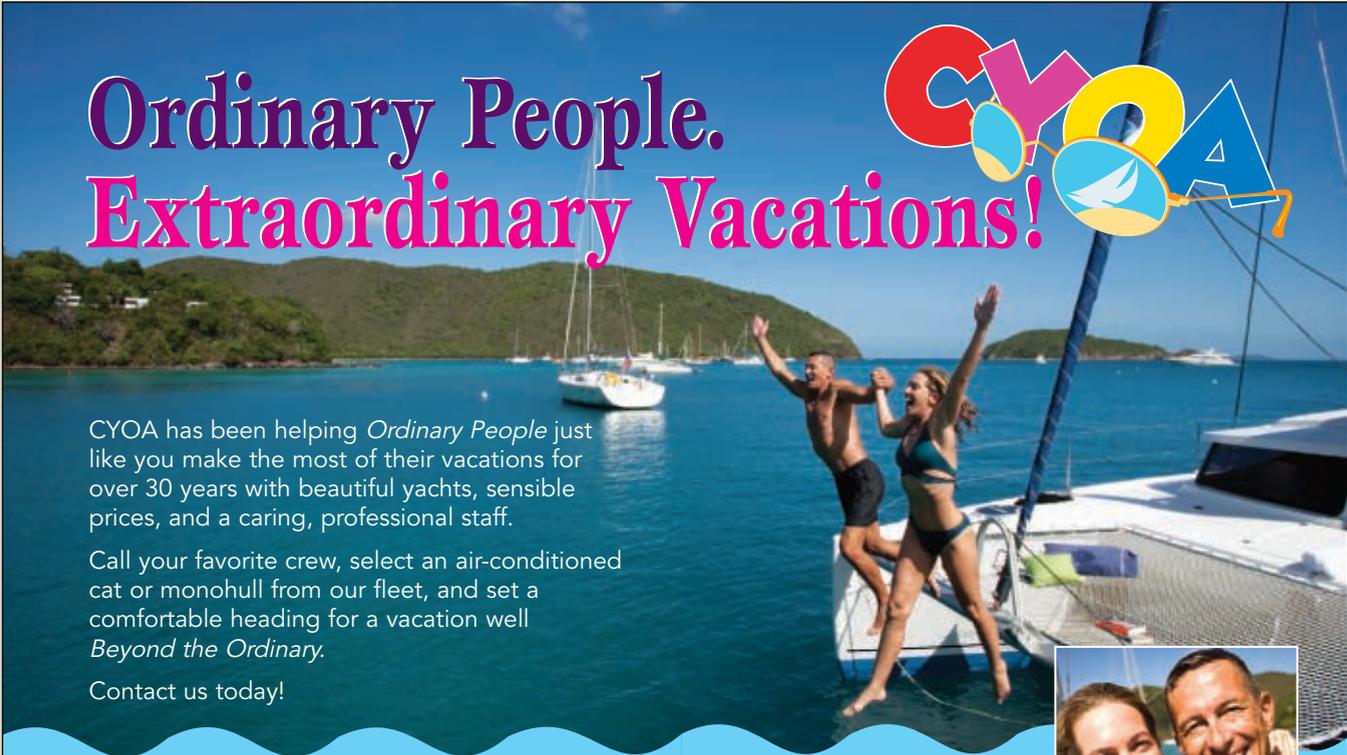
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BS Resolutions

By John Morris

TIME TO be politically correct. For the Jewish community, Rosh Hashana is the New Year. On the Islamic calendar Ras as-Sana al-Hijreya is the first day of the first month of Muharram. Vaisakhi marks the Punjabi/Sikh new year. For us, who worship the boat, the most important day of the year is the opening day of the boat show.

Is the boat show kickoff a 'holy' day? I don't believe the kids get off school, so I guess once again we've been crushed under the thumb of convention. Remind me to kvetch about that to someone, when I get a moment.

Boat Show Day is a geographically variable date like the Buddhist New Year falling on a different date on our Gregorian calendar depending on your location. In Halifax, the big day is February 3, when the Halifax Boat Show begins; In Winnipeg, the Mid-Canada Boat Show this year starts on March 3; 24 février in Montreal.

The boat show isn't just about trading in your boat. It's about getting out with friends, coveting new shoes and getting your sailing calendar from Meredith. Like other (lesser) new year's celebrations, it's an opportunity for rebirth, to enter a whole new shiny year with optimism and joy. This is the time to take stock and make plans to improve yourself, vowing to do better. These are my boat show (abbreviated 'BS' for brevity) resolutions.

This year, I resolve to catch every episode of Sailing with The Stars. Last

year, wouldn't you know it, when Bristol Palin, David Hasselhoff and the Situation crewed in the Bayview-Mackinack race aboard Mel Moskowitz's Washout out of Sarnia, I missed it! Never again. This time, I will absolutely be in front of my flat screen when Lady Gaga helms a Melges 32 at Key West in full costume.

The whole world is asking 'Who will Kate be wearing?' Prince Wills and Kate aim to tie the knot in April; the boating season kicks off almost immediately. I resolve to personally discover foul weather boots by Sperry or Dubarry? Ooo-la-la – is that a designer yellow jacket par Henri Lloyd or from the design board of Helly Hansen. You readers deserve it and you will read it here first!

Soon it will be July and Kate can pop into her legendary bikini. Wills can stay home and watch his grandmother's Corgis while we enjoy a cruise to some sheltered island for a royal picnic.

Next, I resolve to eat more donuts while on my boat. I resolve to petition Tim Horton's to open houseboat franchises. There's a Tim's on every land corner. There are even Tim Horton's in Buffalo now. Down there the other day, I was proud and warmed to order a double double in my native Canadian and not have the server say "huh?" So why can we

not enjoy Timmy's on the lake? Just motor up to the sail-in window, order a cruller and a teenager in a brown hat tosses it into your cockpit. It's important to our Canadian culture.

This year, I resolve to once again follow the America's Cup. I know, I know, Swiss Teams carrying Louis Vuitton purses doesn't seem like real he-man stuff, but I will suspend disbelief. I have already decided to order my own AC72 so I can relate to the updated competition. The only issue now is fitting the 46-foot beam into my slip.

Looking back at the romance of the 12-metre and the good old days of Canada 1, it's easy to be a bit nostalgic. But there's no room for loser dinosaurs like me – it's on to San Francisco and the Synergy Russian Sailing Team in its fixed wing speedster; that's America's Cup enough for me.

And most importantly, this is the year for balance. You've read the endless pop psych articles that suggest you balance your work and leisure commitments for a richer life. Well, my resolution is to make sure leisure comes first. For every day of work, be sure to balance it with 2.5 days in your boat. It's a short season and it just makes sense. Anyhow, that's my resolution.

Those resolutions mean it's time for a new year and the Boat Show; may Cetol, the god of brightwork, grant you the resolve to refinish your teak. 🐿

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