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Safety at Sea is Key for Canadian Boaters

WHETHER IT'S performing your pre-launch checklist, ensuring you have the right safety equipment (including the need for a life raft) or taking the Pleasure Craft Operator's Card (PCOC) – now mandatory – all are key to having an enjoyable boating season this year. Safety matters and it's up to you to make it so!

It's always a good time to remind Canadian boaters who do not already have their Pleasure Craft Operator's Card (PCOC) that you are now required to pass the test AND to carry your card with you at all times when operating a powered vessel.

The ten-year, phase-in ended last summer, making a Pleasure Craft Operator's Card (PCOC) a universal requirement. It is not acceptable that you have a card at home – it must be carried with the vessel's operator and be available to show an enforcement officer. The fines are significant for those without a PCOC card onboard.

On the other hand, owners of thousands of sailing craft, canoes and kayaks have been spared the paperwork and government fees to register their small vessels. Transport Minister Chuck Strahl announced in an early-March press conference that owners of canoes, kayaks and small sailing vessels, as well as small vessels with motors less than 7.5kW (10hp), will not have to register their vessels.

Strahl said Transport Canada would still require registration for "commercial river-rafts, government vessels and any vessels where registration is necessary for safety reasons". But he said that the department has introduced a streamlined registration process.

"What doesn't change are the safety requirements. Small vessels, such as canoes and kayaks, their owners and users must continue to adhere to all safety requirements under the Canada Shipping Act," Minister Strahl stated in their release.

Also of interest to *Canadian Yachting* readers – who carry or tow a small vessel such as a dinghy or a tender for their yacht – you are still able to register on a voluntary basis. This can certainly have a safety benefit for search and rescue considerations.

Speaking of safety, please read the article on isolation transformers. Having one on your boat may save your life one day!

In this Special Spring Launch issue of *Canadian Yachting*, Glen Cairns provides readers with a comprehensive 50+ tip checklist to ensure your boat is shipshape before it splashes. Glen also provides some great insight on the need for, and use and selection of a life raft for your boat.

Reviews include the Sabre 40 Sedan, the Grady-White 330 Hardtop and the Lagoon 560. We've also added a review on the Yamaha Waverunner PWC.

For the travel-seekers amongst us, Scott Williams, a frequent contributor, shares his great adventures on the canals of Belgium; Mark Stevens reminisces again about Ontario's glorious North Channel; and Galley Guy Greg regales his tales about crewing on Elena in the 75th Anniversary Mount Gay Round Barbados Race, local cuisine and, of course, his tour of the Mount Gay Distillery.

For the competitive sailors at heart, celebrate our 2010 CYA award recipients including the Rolex Sailor of the Year, Fred Eaton. Also read what's happening at ISAF and the possible demise of the Star class in the 2016 Olympic Games.

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Cover: Lagoon 560

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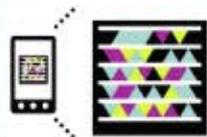


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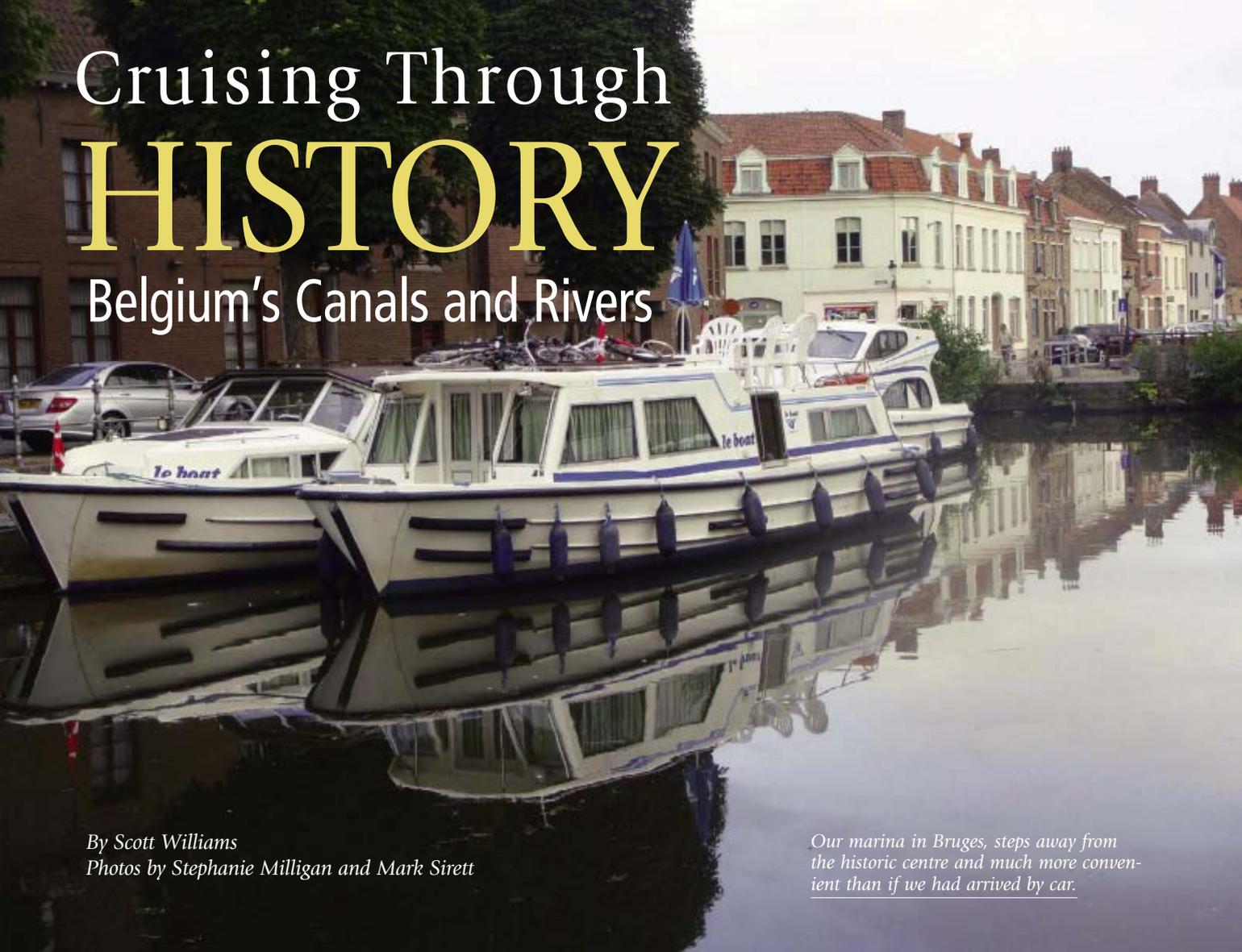


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Cruising Through HISTORY

Belgium's Canals and Rivers



*By Scott Williams
Photos by Stephanie Milligan and Mark Sirett*

Our marina in Bruges, steps away from the historic centre and much more convenient than if we had arrived by car.

"Who wants to go first?"

I do, so up I step up to the controls of our 34 ft. Le Boat cabin cruiser. A few minutes earlier, my two friends and I had been eyeing the cruiser eagerly and a touch anxiously from the safety of dry land. It's our new home for the next week.

In the interests of full disclosure, I'm not a boater. Not from lack of interest, just lack of opportunity. But here was opportunity staring me in the face, in all its brilliant white expansiveness.

Gwen, a tanned, laid-back Belgian who shows newcomers the ropes, has already helped us stow our belongings, as well as three rental bikes. Next, he showed us the safety features, and took us on a tour of the boat: a spacious salon and galley, two cabins, two heads, and

two sets of controls — one on the sun deck, where we are now standing. Looking beyond the controls, I see a bow that extends all the way into tomorrow.

We arrived at the Le Boat marina about 45 minutes earlier, our car full of suitcases and provisions, including single malt scotch and wine. The marina is just outside of Nieuwpoort, Belgium, a North Sea fishing community fast becoming a sailor's haven. The Nieuwpoort Euromarina, a kilometer away, is Europe's largest, offering 2,000 berths.

Belgium's North Sea coast is little known among North Americans. Just across the water from England, the coast comprises 67 kilometres of pristine, tide-washed beaches. Between Belgium's southern border with France and the

northern border with the Netherlands are 14 waterfront communities, each with a different sensibility, all featuring boardwalks lined with outdoor cafés, restaurants and shops.

But we're here for the canals, not the coast. Our tentative itinerary, planned after poring over a map — part of an information package sent to us in advance by Le Boat — includes Diksmuide, Ieper and glorious medieval Bruges. Maybe Veurne if we have time.

We're anxious to set off. But first, the operating instructions. Gwen explains how to start the engines, work the throttle and shift from neutral into forward and reverse. It's pretty basic.

With a quick turn of the key, the twin diesel engines thrum steadily. We cast off.

Gwen, still at the controls, guides the boat down the waterway, past fishermen sitting on the banks in lawn chairs. They pay us no attention.

Gwen makes a three-point turn, reversing and accelerating as needed. Seems pretty straightforward, even when he tells me to take over. I repeat the three-point turn for practice, and as we approach the marina Gwen says, "Take her in," pointing vaguely towards I don't know what.

I hear someone shrieking, and realize it's me. I'm asking for clarification ("Where? Where?"), and at the same time choose to ignore Gwen and head for the berth we had left from, conveniently parallel to the waterway. Gwen shrugs. I pull in at a safe speed, Gwen jumps off, waves good-bye, and we're on our own.

Despite my performance anxiety, we are ready. Gwen's instructions were clear and easy to follow. Besides, the day before we had carefully reviewed a comprehensive instructional DVD in Le Boat's information package.

Today's destination: Diksmuide, on the Ijzer river. After navigating through several locks and lift bridges, we arrive three hours after leaving the Le Boat marina.

There's been little boat traffic, which suits us fine. More time to take in the farmlands, the little towns in the distance with churches spiking the sky, and the water birds closer at hand that wait until the last moment before scurrying for cover among vegetation overhanging the banks.

Along the way, I've relinquished the controls to Mark. Stephanie declines a turn at the wheel. She's been a steadying presence through the locks and lift bridges, having cruised through Ontario's Rideau Canal system many times. However, she has no interest in taking over the helm.

"But don't you want to, you know, tell your kids back home what you can do?"



Weekly markets are a fun way to find fresh, local produce and more. Cheeses, chocolate and beer are Belgian specialties.

tle lapping of water against the hull before sinking into sleep.

Over breakfast the next morning, we debate whether to stay and sightsee, or go. We compromise. Since we're out of bread, we head off on our bikes in search of a "bakerij." We find a grocery store instead, just off the market square. Once inside, we check out the product lines, admire a range of cheeses, grab a loaf of crusty bread, and head back to the boat.

"No," she says. "That's a guy thing."

Once we dock at Diksmuide, we crack open the scotch. We are pleased with ourselves. We are masters of this boat. We head off for dinner, settling in at an outdoor café across the river from the Ijzer Tower. At 84 metres, the "Ijzertoren" is Europe's tallest peace tower. The words "No More War" appear on it in four languages.

Although built after WWII, the tower memorializes the suffering and destruction of WWI. Early in the war, German troops crossed into Belgium heading for the North Sea. To slow them down, local Belgians opened sluice gates on the Ijzer, flooding the surrounding countryside and making the river a front line for the remainder of the war.

After dinner, we meander around town, arriving at the Grote Markt. Every Belgian town has a market square. The more prosperous the town's history, the grander the square. We encounter a vast space, the centrepiece of which is a town hall. The style is 15th or 16th century Gothic, magnificently floodlit. More cafés line one side of the square. We're tempted, but more so by our berths back on the boat. We head back, crawl into bed, and barely have time to note a gen-

Our next destination is Ieper, better known outside of Belgium by its French spelling, Ypres. We dock in mid-afternoon, allowing us time to walk around town. Ieper was one of Northern Europe's most important cloth producing and trading cities during the high Middle Ages, from the 11th to 13th centuries. One glance at the ornate Cloth Hall in Ieper's Grote Markt captures a sense of glories past. To our innocent eyes, it looks like a magnificent legislature, with rows of Gothic windows, a massive central belfry housing a 49-bell carillon, and twin towers at each end.

After walking and window shopping along a few of the narrow streets radiating out from the Grote Markt, we head back to the boat for dinner. It's a short walk. As with Diksmuide, we're docked on the edge of the town centre.

The next day breaks grey. Our plan is to cycle 10 km out of town to Tyne Cot, the world's largest Commonwealth war cemetery. For the first time since our arrival in Belgium, we're in countryside that is gently rolling, not flat. These, we realize, are the ridges over which German and Commonwealth troops fought so pointlessly for four years. Aside from road signs pointing to cemeteries in all



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Tyne Cot, the world's largest Commonwealth war cemetery.

directions, including Tyne Cot, the land looks rich and fertile.

Our perception of peaceful prosperity changes when we reach Tyne Cot. As we walk towards a visitor's centre, we pass a directional sign. Out of it comes the disembodied voice of a young woman stating names and ages. As we stop to listen, the voice goes on without interruption. Inside the centre, the same voice, but here each name is accompanied by a photo on a screen. The faces of war casualties flicker and fade as their names are read out one by one.

We turn to look at the verdant countryside through an expanse of glass. Everything is green: waving grasses, fields, copses of trees. But below the window is a different sight. A map of the same surroundings, this time with wartime photos depicting the destruction caused by four years of artillery fire.

We're looking at the site of the 100-day, 1917 Passchendaele offensive, in which tens of thousands of Commonwealth soldiers died. When the offensive was over, the front line had advanced a mere eight kilometers.

The photos and the view are irreconcilable, except for the same gentle rolling of the land.

We suddenly understand that everything we've seen in Diksmuide and Ieper – the fabulous market squares, the medieval buildings, the winding streets – are reconstructions. Both towns and all the neighbouring villages had been razed by artillery shells, then painstakingly rebuilt.

We walk silently through the cemetery, and under sombre grey skies cycle back to Ieper.

Tomorrow, we head for Bruges. We've passed on visiting Veurne. Bruges is more than a full day's motoring from Ieper, and we're on holiday. No rushing. Besides, what if we want to spend an extra day in Bruges?

We soak up sunshine along the way, gradually removing layers as the day progresses. I'm more relaxed than I've felt in years. No computers, no phone calls, no deadlines to set my stomach churning.

Now that we're old hands at cruising, we wave confidently to other boaters and cyclists pedalling alongside our canal. As we approach Bruges, we enter the Gent-Ostende canal, which has a direct link to the sea. It's the

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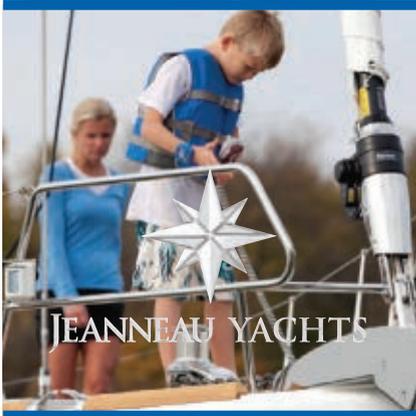


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When in...

... Diksmuide, visit the gruesomely named Trench of Death, just outside of town. The trench was a national symbol of Belgian resistance until a final British-Belgian offensive routed the Germans in September 1918. Also of interest, the Blankaart Nature Preserve, featuring a shallow lake resulting from peat harvests in the 15th and 16th centuries.

... Ieper, attend the Last Post bugle call, 8:00 p.m. at the Menen Gate, Ieper's most important war memorial. In British Army camps, the Last Post signals the end of the day. Here, it is used in a public ceremony to commemorate Commonwealth war dead. The Last Post has been played every evening since 1928 with one exception: the German occupation of Ieper from May 20, 1940 to September 6, 1944. Afterward, compose yourself by going for a walk atop the ancient ramparts beside the gate. It's a soothing green oasis after the high emotions of the Last Post.

... Bruges, take a canal cruise. Touristy, but essential. Then just keep walking. Or follow a winding, shady bike path that almost circles the medieval city. If you're lucky enough to be in Bruges on market day, stop by Freddy Janssen's Ham & Cheese Palace and ask for a wedge of Proosoly.

... Nieuwpoort, ride your bikes from the Europort marina down to the sea. If you're in the mood, rent a net on the pier and fish for crabs. Keep an eye out for remains of the Vierboete. Built in 1284, it is possibly Europe's first lighthouse. Afterward, ride along the boardwalk and stop for lunch in one of the outdoor cafés. If you've brought a bathing suit and a towel, go for a swim and stretch out on the beach.

... any Belgian town, stop in a pub for a local beer. Belgium has as many beers as France has wines. Also, stop in at a confiserie for chocolates, or pralines as they're known. If the pralines are for yourself, look for a Neuhaus shop. You deserve it. If they're for someone else, look for Godiva or Leonidas. They're still very good, but not as much of an extravagance.



Bruges' neo-Gothic provincial court building in Bruges, an architectural newcomer that was built only a couple of centuries ago.

widest canal we've encountered, and for the first time freighter barges loom up behind us. We scuttle to the canal bank like the water birds before us, giving right of way to the working boats.

Bruges's historic city centre, a UNESCO World Heritage site, is laced with canals. Again, we're able to dock close to the city centre. I can't wait to start walking.

Bruges achieved its commercial zenith

in the Middle Ages, gradually declining until the early 20th century. This decline, or more precisely the lack of redevelopment due to decline, has helped preserve street after street of now-painstakingly preserved medieval architecture.

continued on page 24



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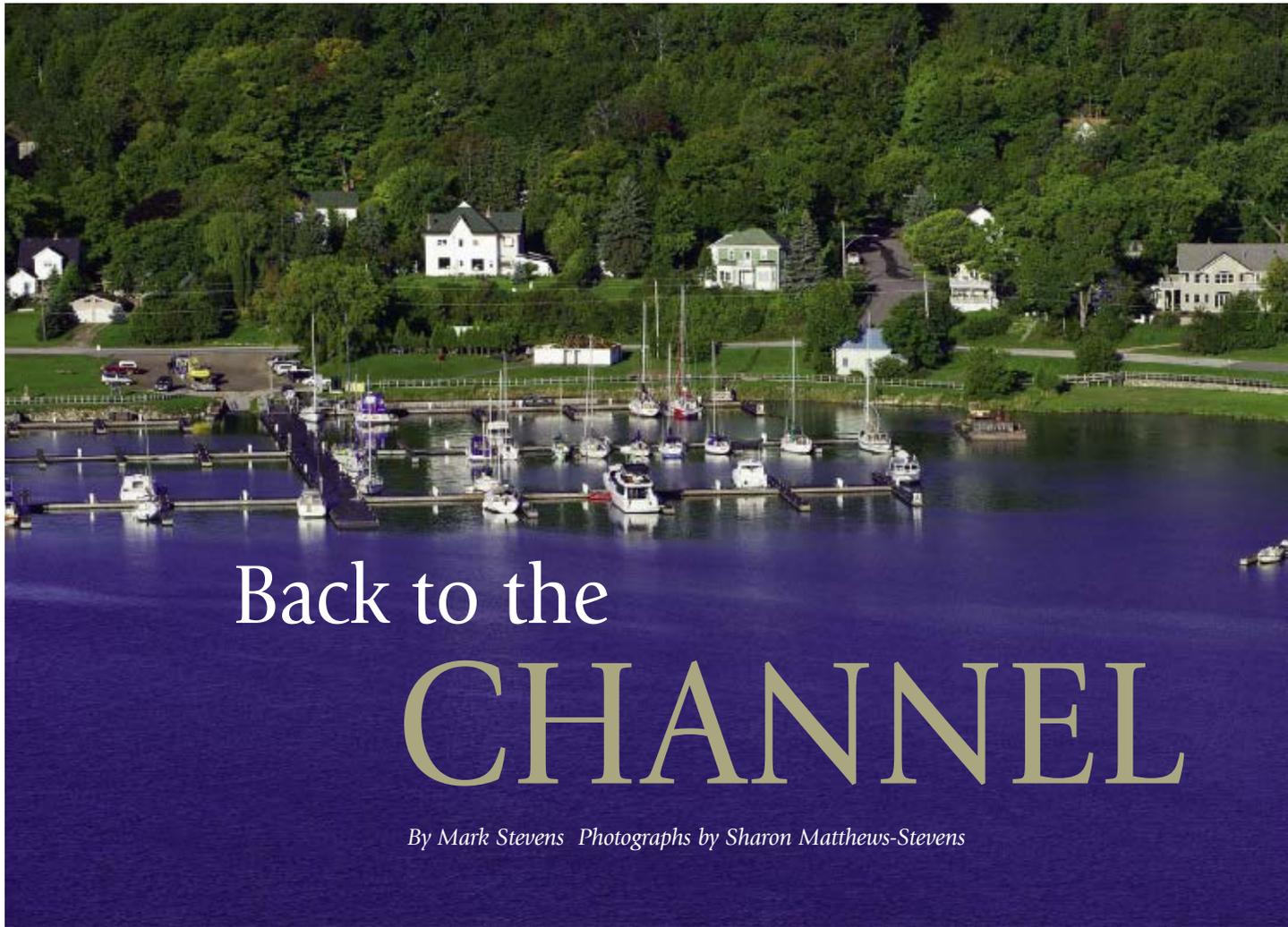


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Back to the CHANNEL

By Mark Stevens Photographs by Sharon Matthews-Stevens

"So you're back," says Canadian Yacht Charters co-proprietor Ken Blodgett as if it hasn't been a year since we'd last seen him.

"I'm back." I sit down on a Muskoka chair beside Blodgett just outside their office, snuggled down on the shores of Gore Bay on Manitoulin Island's north shore.

I stare at the waters – dark green and mysterious in the late afternoon. I look up at East Bluff, their heights emerald in the sun, etched by pine trees, expanse broken by poplar leaves that seem to glitter like silver coins, the occasional white gleam of the trunks of birch trees, the mottled faces of limestone bluffs that are one of the last north-climbing reaches of the Niagara Escarpment.

"Might lose the weather," says Blodgett, desultorily.

That can happen. But right now it doesn't concern me unduly. I've come back to the Channel and ever since crossing the bridge from the mainland southwest of Sudbury into Little Current, the tension has washed off me like dust in a warm shower.

"But anyway, you're back," says Blodgett. "Want a burger?"

His wife, Pam, comes out and gives me a big hug. "Welcome back," she says. "Want some homemade fudge?"

Ken and Pam are part of the reason we're back. Not the only reason, not the most important reason. But part of the reason.

We started coming up here eleven years ago. They were friendly and hospitable then. Now they feel like family.

Pam is a Haweater. Back when settle-

ment first began on the biggest freshwater island in the world it was subsistence living. Lots of rock, lots of forest. Lots of fish, but the farming was tough. Earliest settlers had to survive eating the flesh of bitter Hawberries.

Lesser folk would have given up, but like islanders everywhere they've made do. Now they call themselves Haweaters with an almost Newfoundlandesque sense of humour. And come summer they have a Haweaters' Festival in Little Current.

Rest of the time they work hard to eke out a living here. Ken works hard but right now he's every bit as lazy as I am. Pam goes back inside to catch up on some more paperwork.

First met Ken at the Toronto International Boat Show where he was



Gore Bay, home to CYC, is a postcard-perfect village on the south shores of the Channel.

doing an introduction to the Channel. Struck me at the time that he should take his show on the road – sort of a one-man-Broadway comedy act. Struck me at the time that he would be a fun guy to spend time with.

Struck me at the time that we really had to do the Channel.

And now we're back.

"Where are you going to go?" says Blodgett. He stands up, lifts the lid of the barbecue, tosses some patties on the grill, and sits back down.

I shrug.

Blodgett grins, tanned leathery face showing the weather, the sun, the cold, the winds, in it. "Where the winds take you."

We're back in the Channel. That's enough.

First time here I had a float plan that

would have made Derek Hatfield proud. There are something like three hundred and fifty islands in the Channel. I was going to stop at every one of them. Completely conquer the place.

The Channel had other plans.

Made us wait a day-and-a-half. Rain and heavy cloud. Gore Bay is a charming town in a postcard-picture setting. But there is not a lot to do here in the rain. Second biggest town on the island but this is a relative term. There are something like two traffic lights on Manitoulin Island. Neither are in Gore Bay.

So I was itching to get out there – the islands swathed in mist were Northern Ontario Bali-Hai's, beckoning and seductive. And I was going to see every one.

That first day was a warning. "You have to meet the Channel on her terms," said Blodgett in our first chart briefing. "You go with her rhythm and not yours."

We pulled out of the dock, making our way north, when a line squall roared through. Got the main up and the boat pitched and yawed. Another squall came through. We turned around and limped back to harbour.

Sometime after twilight I strolled out to where the bay opened up a bit – now the skies were lavender and fading fast to indigo. Not a light to be seen on the Channel, just a few here in town. I cursed silently and then I heard the chuckle of a loon.

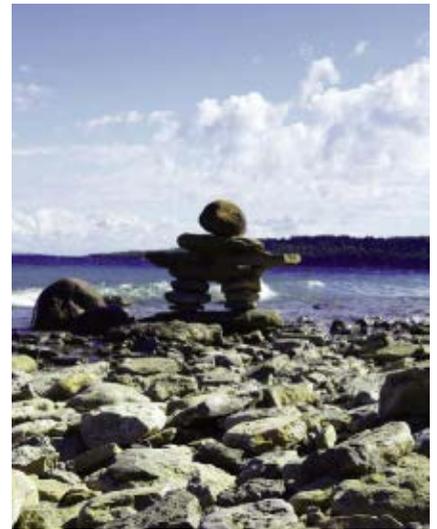
Seemed like the Channel was laughing at me.

But I forgave her.

Next morning was perfect and the boat skimmed the waters. We were making for South Benjamin Island.

Ken and Pam are part of the reason we're back in the Channel. South Benjamin is a bigger part.

We pulled in there that first night and dropped the hook in the lee of a great towering boulder of granite. The water



One strategy of appeasing the weather spirits may work given Manitoulin is said to be the home of the greatest First Nations spirit.

was so clear you could see pebbles at fifteen feet. A cliff, pink granite, rose up from the waters toward the end of a bay decorated with sea grass that glowed neon lime in the afternoon sun.

In a tiny rock channel – rocks formed by wind and water so delicately they reminded you of cushions on a bed – a couple of sailboats were snugged down, sterns affixed to tree trunks on shore.

I decided that if there was ever an apocalypse I would steal a boat from Blodgett and head straight for here.

A couple of trailerables with centerboards had pulled up onto a rock ledge. At twilight they lit campfires.

South Benjamin is part of why I come back to the channel.

We're not the only ones who come back.

Before dark that first night in Benjamin we dinghied around the bay and I pulled up beside a yacht from Detroit. A twenty-something girl reclined in the cockpit, a middle-aged man was reading a book.

"First time on the Channel?" I said.

He grinned. Desultorily. "See her?" He pointed at the girl. "She was a baby

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Mid-September exploring on South Benjamin can mean you get this popular anchorage all to yourself.

our first time. Back every year."

Back in the Channel, back in Gore Bay, we're waiting. For both weather and for my wife's friends, Barb and Dave Anschuetz. It will be their first time on the Channel.

Guys on the next dock over have come back to the Channel too. We go over and share drinks and lies about our favourite anchorages. Blodgett comes aboard. The rum goes down as all these channel regulars (these guys are from Ottawa, been coming up for twenty years.) "Every year," says Blodgett. He points to another boat down the dock. "Twenty years for those guys too."

A storm breaks over us and the lightning flashes across the sky. The thunder rattles the mast and thuds against the hull.

The Channel is reminding us. Doesn't matter how many times you come back, you meet the Channel on her terms.

But everybody keeps coming back.

I have a lot of reasons, I think to myself next morning, sitting in a Muskoka chair usually reserved for Blodgett, waiting for Barb and Dave.

Item: Crossing south between Clapperton and Amedroz Islands. The waters are the colour of the sky and Manitoulin looms in the distance, gentle undulating

ridges dominating the south horizon, somewhere between blue and indigo. Close-reached: small limestone bluffs of Clapperton capped by dense forest that comes right to the edge of these tiny cliffs off our starboard beam, pine-encrusted low-lying Amedroz off the port beam.

Item: Watching the play of sun on the water from a dock at Kagawong, watching kids jumping off the eight-foot pier, laughing and screaming, gasping with the cold as the day dies, while we set out pork tenderloin on the Force Ten, after hiking up a glittering stream to a waterfall that shimmers like a bride's veil.

Item: North on a beam reach while son Adam yells, "harden the sail, Dad," because, with the white peaks of LaCloche Mountains dead ahead, looking like they are snow-spattered though it's actually quartzite, waters here pewter-gilded and wind-riffled, two other sailboats are ahead and Adam's bought into the maxim that any sailboats headed the same way are, by definition, racing.

Item: When the kids were young, discovering a deserted beach on Darch Island, a family swim, a picnic lunch at anchor, skipping stones in crystal water



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The second you cross the swing bridge from the mainland of Northern Ontario on your approach to sailing the Channel you find yourself on island time.



Janet Head lighthouse guards the West Bluff side of the approach to Gore Bay on Manitoulin.

"Looks like a Group of Seven painting," says second mate Barb Anschuetz of the Channel vistas.

and watching them bounce like flying fish.

Item: Sailing a fancy Hunter with all the bells and whistles. Sailing a much older Aloha called "Rowdy's Revenge", a 38' cat called "Nauticat", cruising in a trawler and a power cat both. Canadian Yacht Charters has a diverse fleet with the right boat for your needs whether you want luxury, sail or comfort. And if you don't feel up to the channel, they'll provide a skipper.

Item: Late one day at south Benjamin after we've picked up Barb and Dave and cast off for this particular return to the channel.

One boat here. Ours. The sun falls and paints the pink granite headland even pinker. We dinghy ashore, clamour up great boulders.

Back on the boat we watch the stars come out – a scintillating tapestry that does something to your soul as you look around, as you hear the call of a couple of loons, haunting and forlorn but beautiful as a Mozart symphony.

"I can't believe how beautiful this place is," says Barb. "Like a Group of Seven painting."

"Two or three other spots I wanted you to see," I say. Haven't had a great weather window on this trip so they aren't going to happen.

Barb takes a sip of wine, looks around

the bay, up at the sky. She deeply inhales the evening air, crisp and redolent of pine.

"Next time," she says.

"So you'd come back?"

"I'd come back in a minute."

Back to the Channel. 🐾

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Galley Guy Competes

IN THE 75TH ANNIVERSARY MOUNT GAY ROUND BARBADOS RACE
BUT LOCAL CUISINE MAKES EVERYONE A WINNER!

By Greg Nicoll



Galley Guy Greg studying the Bajan culture at the Mount Gay Distillery.

was sponsored by Mount Gay Rum... I think you get the picture!

The competitors were also invited to a private tour of the main tourist attraction on the island – the Mount Gay Rum Distillery. Mount Gay is one of the oldest and best-respected rum distilleries in the world and its name is nearly synonymous with Barbados.

With 1,500 rum shops spread across a mere 167 square miles of island, the drink is an undeniable part of Bajan life. So an afternoon sitting on the patio overlooking the ocean, carefully studying the subtleties of this fine drink, was not only, let's say enjoyable, but I believed it was this Galley Guy's best way of exploring and understanding the Bajan culture.

Rum was also at the heart of the creation of the "Galley Guys". I had a chance meeting several years ago with one 'Ed

TELL ME WHAT self-respecting Galley Guy could possibly (while on the beautiful island of Barbados) turn down an opportunity to tour the famous Mount Gay Rum Distillery? For sure, not this Galley Guy!

Sadly, the other Galley Guys, Andy Adams and John Armstrong who both lean a bit in the direction of diesel instead of wind power, and whose sailing skills are less than race-ready anyway, did not get the call. Putting a brave face on it, Adams claimed to be working on the west coast at the Vancouver International Boat Show while Armstrong had again slipped away to vacation somewhere in South America (or so he said).

Regardless, this Galley Guy was invited to compete in the 75th anniversary of the Mount Gay Round Barbados Race that started in the days when working schooners competed to prove that they were the faster ship. Back then, the winner would have won the right to secure contracts to carry premium goods at a premium rate from Barbados to all corners of the globe. There is little doubt that much of this "precious cargo" contained casks from the Mount Gay Rum Distillery. I had to seize the opportunity!

This year, the Opening Party was sponsored by Mount Gay Rum, the After-race Party was sponsored by Mount Gay Rum, the Awards Banquet



The crew on the Spirit of Juno at the 2011 Mount Gay Round Barbados Race, with Galley Guy Greg Nicoll on right.



Yacht Elena preparing for the start of the 2011 Mount Gay Rum Round Barbados Race.

Photo Credit: Peter Marshall

Hamilton' Ed, a former corporate exec from the USA, left the business world to spend some time on his sailboat in the Caribbean and he ended up writing what many consider to be the definitive book on island rums.

Now known as the "Minister of Rum", Ed travels extensively to event tastings – special occasions where rum is being served. He educates, promotes and broadly smiles in his role as the ambassador for many of the leading rum distilleries in the world.

A Sailor's Tale

I almost forgot I was in Barbados to participate in the 75th Anniversary Mount Gay Round Barbados Race! In a week of great experiences, here is my best story and it could only happen during the Mount Gay Round Barbados Race.

We were racing down the Atlantic side of Barbados in 20 knots of breeze, in 3 metre swells with a huge asymmetrical up.

Foredeck man and first mate Mark, in anticipation of a sail change, yelled back to Skipper Rory, "Where are we, Skip?"

Rory, a very knowledgeable and confident 22-year-old skipper who was both managing the wheel and a crew of 14 aboard an ocean racing Farr 65, and without much in the way of maps or navigation instruments at hand, and without hesitation, pointed his index finger to the bottom of the map of Barbados embroidered onto the brim of his Mount Gay hat and yelled back, "About here!"

Thumbs up! Keep racing!



ies in the world.

Our respect and admiration for Ed's lifestyle was the "shot" that started the Galley Guys writing articles encouraging boaters to improve their onboard enjoy-

ment and enthusiasm for entertaining friends with great food and drink. Ed, who created the "Minister of Rum", has researched, studied and written about this wonderful drink for many years now

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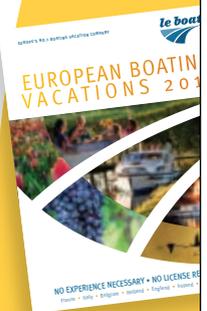
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Summer Fun Will Soon Be Here

You have likely heard that slogan before as it has become a "sign of summer" in central Ontario. The Voice of Boating, Jeff Sinclair, has been broadcasting Marine Reports on radio stations across central Ontario for 22 years and will be back again this summer!

The Voice of Boating travels by land and water in a highly visible vehicle and boat, visiting summer hot spots, hosting and supporting events, giving away prizes, and most importantly, broadcasting on location – delivering an up-to-date marine report based on the actual weather conditions and status of the waterways in central Ontario.

Jeff's approach has always focussed on summer fun on or near the water. With Jeff's positive and enthusiastic energy, sponsors and partners benefit due to a very unique self-sell approach. If you would like to get your name, brand or product into the hands and minds of the right people in the right way, contact The Voice of Boating staff for partnership opportunities. We are currently working on our 2011 schedule, which will begin on Victoria Day Weekend and run through Labour Day Weekend.



For more information, please contact Danielle Neuen by phone at 705-549-1667 or by e-mail at dneuen@justforfunmarketing.com

The Barbados's Cutter Sandwich

One of Barbados' great culinary treasures is a fish cutter (sandwich) at Cuz's right next door to the Barbados Cruising Club in the beach parking lot. There is a constant line-up of locals, beach bums, taxi drivers, kids and tourists waiting their turn to order a marlin cutter. The sandwich consists of salt bread, lightly pan-seared blue marlin, tomato, lettuce and pickle, with an option of either a fried egg, or cheese. There are also a number of sauces: mayonnaise, barbecue sauce and, of course, Scotch bonnet that all add to this outstanding treat.



As most Bajan breads are sweet, the cutter's salt bread consists of a thin crust and a chewy interior. Inside, the juicy fish steak has a very light, peppery breading and wet flakes. If you choose the cheese, you get Anchor New Zealand Cheddar, the cheese found everywhere in local grocers.

Don't be shy about mixing fish and cheese as the meat isn't fish and the thick slice of soft cheese pulls the bread and fish together. The cutter's crunchy pickle and its vinegar is key to flavour and texture balance and the "make-you-sweat" Scotch bonnet sauce makes the Banks beer (or two) that you will need to finish your cutter seem like they were made for each other.

and I encourage you to visit www.ministerofrum.com for a complete overview of the world of rum.

Rum also made it to the Toronto International Boat Show this year, at the first-ever Canadian Yachting Island Village. "The Village" was a new feature at the Toronto show designed to be a boater's meeting place by capturing the warmth of the sun and the feeling of the tropics with palm trees, tikki huts, steel band music, spicy island food and of course, a cool rum drink. The "Village" was a huge hit and Mount Gay Rum was a big part of its success.

This year's Mount Gay Round Barbados Race was held on Errol Barrow Day, honouring the first prime minister that led Barbados to independence in 1966. Regarded as the "Father of the Nation", Mr. Barrow was an avid sailor and founding member of the Barbados Cruising Club, which was the host and organizer of the race.

This national holiday is celebrated everywhere on the island. The beaches are packed with picnics, parties, music and great food! For a special treat, our friend/driver, David, took us to the hottest spot. The Village of Oistin, located near St. Lawrence Gap on the south end of the island, is where you will find the island's largest fish market. The daily catch is cleaned and filleted in an open market style.

Right next door is a large cluster of wooden buildings that



George's grilled marlin, eaten on a picnic bench with plastic cutlery, will always be remembered as one of the greatest seafood meals that I have ever eaten.

Photo Credit: marianne@mariannephotography.net

serve the most incredible island food. We chose a stall called "George's" named for its owner and cook – a man with a big, no...a huge smile. As I hope you can

imagine, Oistin on Errol Barrow Day was packed. The music was large and everyone was moving in that laid back island easy groove way.

George's grilled marlin, eaten on a picnic bench with plastic cutlery, will always be remembered as one of the greatest seafood meals that I have ever

Mount Gay Rum Punch

- 19 oz. Mount Gay Eclipse Rum
- 1 oz. Angostura bitters
- 12 oz. Grenadine syrup
- 4 oz. Lime juice
- 13 oz. Simple syrup
- 1 tsp. Fresh nutmeg
- 18 oz. Water

Cherries

Pour all ingredients into punch bowl and stir. Allow to rest for two hours. Serve over ice and garnish with cherry and orange twist.

Serves 8 or 4 who are very thirsty!

eaten. Friday Night at Oistin is a must when in Barbados!

Remember to drink responsibly on your boat this summer; drop the sails, turn the engine off, tie up and start entertaining with family and friends, and maybe enjoy a Mount Gay rum or two!

Cheers! 🍷

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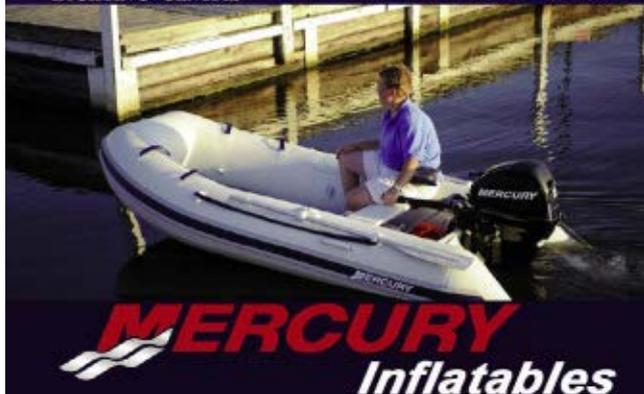
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MERCURY
Inflatables

continued from page 12



Musicians serenade diners in Bruges. The old city is full of restaurants, many clustered around public squares.

We happen to arrive on market day, a weekly occurrence in every Belgian community. Fruit, vegetable, cheese, meat and flower vendors all crowd into the Grote Markt. Dominating the square is another cloth hall, and its 83-metre high Belfry tower. Built in the 1200s, its vertiginous presence continues eight centuries later to symbolize Bruges' glory and prestige.

We take a quick tour, and head back to the market. We've brought baskets to load up on roast chicken, roasted potatoes, greens, fresh fruit and, of course, cheeses. A perfect meal, no preparation required. Our last stop is Freddy Janssen's Ham and Cheese Palace, essentially a cheese shop on wheels. The three of us crowd together, eyes wide. We select a blue cheese and a runny cheese, but a third? Freddy intervenes. "You like cheese," he asks. We nod solemnly. "Try this." He hands each of us a slim wedge of a firm, dark golden cheese. It has a warm, nutty flavour, slightly caramelized. We're entranced. Freddy explains that it's made by a local farmer who calls Freddy whenever another wheel has ripened. Back at the boat, we eat slim shards of it as an appetizer. Perfect with scotch or a dark Belgian beer.

After another two days, it's time to head back to Nieuwpoort. On the way, Stephanie finally steps up to the wheel. I knew her competitive streak would win out, but judiciously keep my mouth shut.

I'm sorry the trip is ending. I feel spoiled, having had our very own floating hotel suite. Best of all, I can't remember feeling more relaxed. I may not be ready to buy my own powerboat, but I can't wait to pick out another Le Boat cruise. Maybe a two-week cruise in France. Or Italy. Or the Netherlands...

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Born a Classic



WE CAUGHT UP with the Sabre 40 Sedan during the 70th Annual Miami International Boat Show. Even among the lineup of new yachts at the show, the Sabre display immediately caught our eye.

There is a powerful family resemblance from one Sabre model to another and the 'look' seems most obvious when expressed in the handsome dark-coloured hull sides and accents; Sabre offers their boats in white as well as six optional colours. The lines and proportions are strongly similar, all the way from their 34 Express to the 52 Salon Express and all offer special details like varnished teak toe rails, gold cove accents, raked transoms, big cabin windows and cabin roof overhangs.

It's easy to spot a Sabre. The company describes its 'look' as the traditional "Downeast style" of yacht. On the other hand, our Sabre 40 Sedan test boat was powered by twin Cummins MerCruiser

By *Andy Adams*

PERFORMANCE

TEST BOAT ENGINES

Twin Cummins MerCruiser QSB 5.9 Electronic diesel engines with common rail injection, inline 6 cylinders, 5.9 L/359 ci driving Zeus pod drives with built-in trim plates and counter rotating prop sets.

ENGINE (RPM)	SPEED (MPH)
600 (IDLE)	6.0
1000	9.0
1400	10.9
1800	15.8
2000	19.5
2200	23.3
2400	25.8*
2500	28.2
2700	31.2
3000	36.9
3050 (MAX)	37.8

*Cruising speed

Performance Data Supplied by
Sabre Yachts

Zeus pod drives with the 425 hp QSB engines. The performance of this yacht is far beyond what a 'traditional' boat might be expected to deliver, but we'll get to that in a minute.

The designers know their customers well. The most likely purchaser will be a professional couple, perhaps nearing retirement but still active and adventure-some in their future plans. They may still have some family at home, or perhaps grandchildren who visit. The Sabre 40 was designed to thoughtfully accommodate guests, but it was primarily laid out around the needs of a cruising couple – a couple who like tradition, who value quality and who are attracted to things elegant and understated.

We especially liked the proportions of this boat and felt that no compromises had been made to fit everything in. Boarding, you can step onto the full-width swim platform which is down

SPECIFICATIONS

Length	40' 10" / 12.45 m
Beam	14' 0" / 4.27 m
Displacement	26,000 lbs. / 11,800 kg
Fuel Capacity	380 gal. / 1440 L
Water Capacity	140 gal. / 530 L
Waste Capacity	60 gal. / 225 L
Base Price	\$619,000
Price as tested	\$700,000 US

Test boat provided by and
price quoted by Sabre Yachts
www.sabreyachts.com

close to the water, or step onto the very wide side decks, grab the big stainless steel handholds then, step down into the cockpit on molded-in stairs. The flat side decks are impressively wide and going forward to set the anchor, or handle dock lines will be safe and easy in this boat.

Of course, there is an electric windlass for the ground tackle. Six big side cleats, chocks in the teak toe rails and cast steel hawse pipes with inboard-mounted cleats at the stern ensure there is a neat, seaman-like way to secure the boat.

There is a boarding ladder mounted under the swim platform that can be pulled out from the water in the event anyone falls in – a feature we really appreciate. The swim platform is finished with a no slip surface to prevent falls. A proper transom gate on massive stainless steel hinges gives access to the cockpit.

The cockpit has a full width aft bench seat and a beautiful, removable table. Aft facing seats against the bulkhead have storage underneath and all together, make a comfortable social area. Hatches in the sole give service access for the Zeus drives and there is a large lazarette locker.

Up a couple of steps and into the salon you are almost overwhelmed by warm, satin-finished woods: teak and holly sole, American Cherry cabinetry and trim. If you love wood, you are home!

To starboard is a tub chair, cabinets housing a bar and entertainment system

This shot of the galley shows the two Vitrifrigo drawer refrigerators and separate Isotherm pullout freezer drawer. Together you get as much practical refrigerator space as you're likely to have in most homes. The galley is what Sabre calls a mid-galley, meaning that it is neither on the main deck level nor on the lower deck but halfway between so the captain and chef can talk as they go.

with TV on a lift, DVD player and the impressive electrical panel. Opposite is an L-shaped settee with high/low table, storage under and a great tool drawer with fitted tools. Very thoughtful.

Next, going forward to port is the galley with service hatches in the teak and holly floor; the companionway stairs are done in American cherry with storage under the risers.

The galley is extremely well done with a large, single, stainless steel sink big enough to wash the largest pot you're likely to have on board. The galley also features a built-in coffee maker, convection microwave, Princess Gourmet two-burner stove top and we loved the two Vitrifrigo refrigerator drawers that pull-out. Your "stuff" will not all land on the floor after a hard run in rough water! Also, there is an Isotherm pullout freezer drawer. Together you get as much practical refrigerator space as you're likely to have in most homes. The galley is what Sabre calls a mid-galley, meaning that it is neither on the main deck level nor on the lower deck but halfway between. It makes the best use of the space and yet, the chef can be a part of the party.

This boat is full of great features. We loved the big pullout rack in the galley that can hold all kinds of boxes and cans in a space that's only six inches wide. There's a cutlery drawer, a trash locker and big bins, plus a sailboat-style under-floor storage area with sliding steel racks, a big area for cases of drinks and other bulky provisions plus service access to wiring and other components.

Back on the main deck level to star-



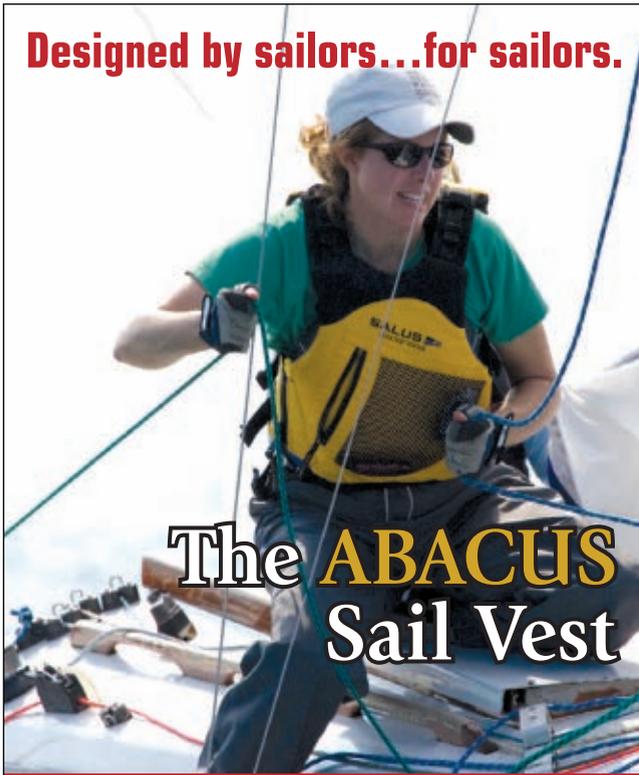
board is the helm. The very first thing that would strike you is the pair of Stidd seats. These have a tremendous range of adjustment, arm and foot rests – the works! The custom-made wooden steering wheel is very handsome and Sabre includes the MerCruiser DTS (digital throttling and shift) system, with Precision Pilot, Skyhook and other features. Of course, the Zeus pod-drive system includes full joystick docking. You can spin the boat and walk it sideways into a fuel dock; it's highly maneuverable.

Another great feature is the starboard-



Notice the panel down the center of this photograph. The large opening is created by pocket doors that run on tracks. This guest cabin layout is only one option. Our test boat had the optional dinette which makes this area into a great spot to entertain grandchildren, enjoy a quiet meal or to serve as an office on the boat.

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The most noticeable feature at the helm is the pair of Stidd seats. These have a tremendous range of adjustment, arm and foot rests - the works! They are excellent on a long passage. There is a wooden steering wheel and Sabre includes the MerCruiser DTS (digital throttle and shift) system, with Precision Pilot, Skyhook and other features. Of course, the Zeus pod-drive system includes full joystick docking.

side sliding cabin door beside the helm. This allows the captain fresh air underway, the ability to quickly get on deck when docking, or to talk to your deckhands.

The sedan helm enjoys large areas of glass with three windshield panels, each with an enormous windshield wiper and all side glass has 'Oceanview' blinds and the glass slides open with screens. You enjoy almost a 360° vision from the helm.

This is a sedan boat with one helm in the main cabin near the air-conditioning systems, galley and so on. If you prefer a flying bridge, that model is also available.

In the sedan model, on the lower deck, Sabre offers an interesting option in place of a second cabin - a pair of pocket doors on tracks that open up to a lower dinette but can still close to make a cabin. This option gives you a beautifully finished inlaid table in American cherry and maple for the four-person dinette that can be used as a desk and office, or folded down to make a double berth. There are two opening portholes, storage and this option makes a terrific games area for grandchildren with a flatscreen TV and two different deck hatches for daylight.

The area also has a cedar-lined hanging locker, three drawers and like every drawer onboard the Sabre 40, they are traditional dovetail construction - an example of the excellent joinery work throughout the boat.

The one head has a double-door arrangement to the forward stateroom. It features composite countertop, a stainless steel sink and the handsome and practical shower enclosure has a circular clear acrylic door. The head is a Jabsco and the boat has

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New Hardtop and Yamaha V6s Make A Good Boat Even Better

EXACTLY A YEAR AGO, we reviewed the Grady-White 330 Express equipped with a pair of the new Yamaha F350, 350 hp V8 four-stroke outboards. It was a great boat with stellar performance, but the windshield and hardtop arrangement was not as weather-tight as an enclosed hardtop would be.

One of Grady-White's dealers is Capstan Marine in Richmond, BC and owner Robert Brown had a customer who was an experienced west coast yachtsman, a Grady-White fan and also a keen saltwater fisherman. He wanted the improved visibility and all-weather "fishability" that an enclosed hardtop could deliver...but Grady-White didn't have an enclosed hardtop version of the 330.

A lot of time, effort, creativity and cooperation went back and forth and boom - meet the Grady-White 330 with enclosed hardtop!

To be clear, Grady-White is not a

By Andy Adams

PERFORMANCE

TEST BOAT ENGINES

Twin Yamaha F300A, 300 horsepower 4.2 L / 254.4 ci, four-stroke V6 outboards with dual overhead cams, 24 valves and variable camshaft timing, sequential multi-port electronic fuel injection and with stainless steel propellers.prop sets.

ENGINE (RPM)	SPEED (MPH)
1500	7.7
2000	9.0
2500	9.6
3000	10.3
3500	16.4
4200	29.9*
4500	32.9
5000	37.1
5500	41.0
6000	44.6

*Cruising speed

Performance Data Supplied by
Grady White Boats

build-to-order boat company, but a significant dealer, with a keen customer and a logical and rational request, got the designers at Grady-White going. They have Canadian dealers whose customers go out in the cold, fog and rain. Plus, we all wish the season was longer! Adding an enclosed hardtop was a natural for BC and it's just as well suited to extending comfortable cruising in Georgian Bay, the St. Lawrence and the Maritimes.

The Grady-White 330 Hardtop is a great choice for families and couples keen on long trips because of the speed and fuel economy. It also represents a great choice for a downtown condo-boater who wants to get places fast, a couple who want to do the Great Loop, or even a cottage family with a big group to transport.

Our test boat this year had the twin Yamaha F300A, 300 hp V6 four-stroke outboards. Last year's test boat had the

SPECIFICATIONS

Length	33'6"/10.21 m
Length Overall	35'10"/10.92 m
Beam	11'7"/3.53 m
Weight	14,577 lb./6612 kg
Fuel Capacity	350 gal./1325 L
Water Capacity	44 gal./ 166 L
Waste Capacity	10 gal./ 37.91 L
Base Price	\$380,000

Test boat provided by Grady-White Boats
www.gradywhite.com

Price quoted by Capstan Marine
www.capstanmarine.com



Grady-White put the emphasis on the cockpit and exterior areas for family fishing action but the full fiberglass inner liner and well-proportioned spaces make this an effective and comfortable cabin. The teak and holly flooring adds a nautical feel.

Yamaha 350 V8s. Those were simply fabulous: smooth, quiet and powerful yet economical too. They are still a great choice, but the twin Yamaha 300 hp V6s hit 44.6 mph, cruised at a brisk yet economical 29.9 mph revving 4200 while getting 1.25 US mpg according to Grady-White. The standard 350 US gal (1325 liter) fuel tank offers plenty of offshore range at cruising speeds.

Remember this is a relatively large cruiser with a very social bridge area, a spacious cockpit, and a cozy but accommodating cabin with standup head, well-equipped galley and even a mid-cabin to expand the sleeping accommodations. The rig weighs in around 14,500 lbs. with fuel, gear and passengers.

Last year, we were impressed by the lusty performance the twin Yamaha F350s delivered but the new V6s felt almost as quick in the hardtop version. The F300A V6s are a totally new design from Yamaha with big 4.2 liter displacement and Yamaha's next-generation engine block featuring plasma-fused sleeveless cylinder walls for the lightest weight in their class.

As we noted last year, compared to inboard or sterndrive power, the Yamaha F300A, 300 hp outboards offer worthwhile benefits. Instead of the complexity of inboard mounted engines, the outboards are much lighter, fully self-con-



This transom fish box is huge and features a gasketed lid and gas struts to keep it open as you slam in a trophy-sized game fish. That's what the Grady-White people had in mind when they designed this fast express cruiser but the boat is very adaptable to many other uses, especially with the new enclosed hardtop.

tained units that can be tilted to minimize corrosion and fouling problems.

All the mechanical complexity is outside of the boat leaving much more interior space. When running, engine vibration, exhaust and noise are left behind although the hardtop does reflect a little more noise than the original Express version did.

The new F300A Yamaha V6s have fully electronic controls with a single key for the two engines and a "Start All" button. Press that and both engines instantly spring to life. They idle silently, the gear change is quiet but positive and dockside handling is fairly easy with the

twin engines plus our test boat had an optional bow thruster to make things even easier.

Out on the open water, the Grady White hull design delivers remarkable turning ability and its seaworthiness in big water is well-proven. We ran through a little ocean chop around Biscayne Bay in Miami and we barely noticed it.

All the important interior features



The galley is compact but still accommodates three drawers, a locker with trash container below the reasonably-sized sink and with a Contoure convection microwave, Isotherm refrigerator, two-burner ceramic cook top and probably an owner-installed BBQ for the aft deck, you could make many excellent meals onboard.

the starboard side with an interior light; there is a great rigging station for setting up your bait that has a freshwater sink and pull-out faucet, and there are rod holders on the gunwales as well as in the cockpit sides. We especially liked the LED cockpit lighting mounted under the gunwales. There is also a brace of rod holders across the aft edge of the hardtop.

Grady White loads their boats with nice features – too many to detail individually but there are abundant storage lockers and cubbies, drawers for tackle and small items, a freshwater wash down as well as a transom shower and in our opinion, an excellent transom door.

That leads to a combination swim platform and outboard mounting area which is really an integral part of the 33'6" hull – not a bracket of any kind. This keeps the sea out of the boat and the big Yamaha's breathe through venting in the top of their cowling – taking a big wave astern is no issue.

The bridge area features a centre-mounted Pompanette pedestal helm seat with locking arms that swivels and adjusts. The other bridge seating surrounds the helm making a nice social arrangement while giving the captain the best 360 degree view for driving, docking and when fishing. The new hardtop opens up the view by eliminating the obstructions the standard hardtop frame creates and replacing the framed windshield with glass integrated into the enclosure. Incidentally, when all the development was completed, the new enclosed helm saved a few pounds!

As in the standard hardtop version, you still get a saltwater-style overhead

remain in the 330 hardtop version. The cockpit is what this boat is all about because it was designed for saltwater fishing. Features include toe rails, padded cockpit coaming all the way around, rod holders spaced to handle big saltwater

reels and we really liked the handsome foldout transom seat; it's there when you want it, gone when you don't.

Across the transom top is a 240 L insulated fish box with drain and gasketed lid. A 173 L raw water live well is on

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"At launch, the wind pushed her onto a huge bollard and did quite a bit of damage."

Ron G.



We finally graduated to the boat we always wanted. Then at launch, the wind pushed her onto a huge bollard and did quite a bit of damage. So very upsetting...

It's our regular ritual. Every Wednesday, I sail with my buddies, then the family moves aboard for the weekend. Amazingly, our starboard quarter accident barely interrupted the schedule. The Robertson people worked around our plans to get the repairs orchestrated. They even sourced a new rub rail from Hunter and had us back to brand new for the season. They really understand how much our boat is part of our lives...

They clearly do get it.



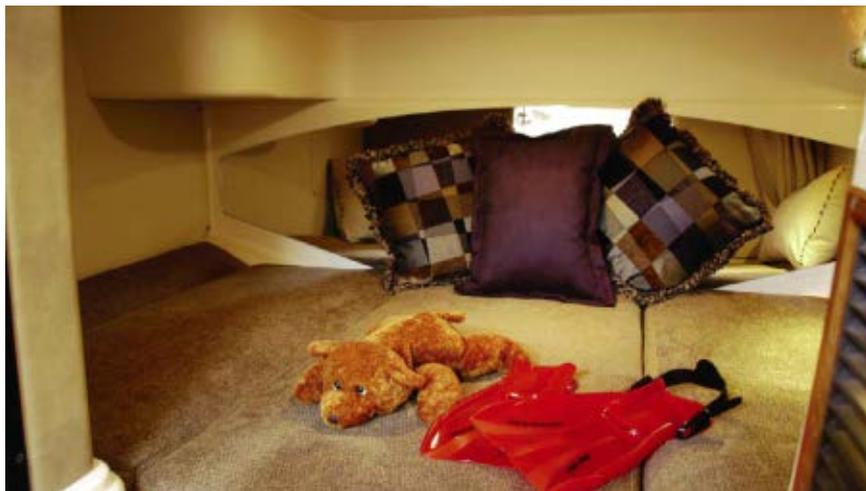
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The low entrance to the aft cabin which lies under the helm is probably more comfortable for children but once inside, you have a spacious sleeping surface and with the air conditioning running at night, I suspect many owners prefer to sleep there instead of in the forward vee which can be left set up as a dining area.



Especially in the head, the fiberglass liner will be easy to keep clean and will ward off odours. The Vacuflush MSD is a great feature too. Cabin air conditioning is standard but opening the hatches keeps things fresh.

console for radios and other electronics. There is lots of space for electronics directly ahead of the driver too. Our test boat had the Yamaha Command Link digital instrumentation along with tilt wheel, footrest and big compass. The upholstery and fiberglass gel coat are all the same Grady-White French vanilla colour. That is a lot easier on the eyes than stark white. With the new hardtop,

the optional 12,000 BTU bridge air conditioning unit makes a lot more sense and a 12,000 BTU system is standard in the cabin.

The cabin is down four steps from the bridge and has stainless-steel handholds everywhere you would want them. It is a reasonable size and offers a double berth forward plus a second berth in the mid cabin to sleep four people in total.

Grady-White includes a 15" flat screen TV, Kenwood stereo and Toshiba DVD player for entertainment. A 4 kW diesel generator is included to keep you comfortable away from shore power.

The galley features a storage locker and three drawers under the Corian counter and a storage locker with built-in racking and mesh nets above. A Contoure microwave is included as is an Isotherm refrigerator and a two-burner ceramic cooking surface. We liked the large, round stainless-steel sink. Most parts are in plastic or composite material for strength and long life and the interior has a full fiberglass liner.

The head is a usable size and again has a Corian counter, handheld shower and a Vacuflush MSD.

While all the virtues of the 330 Express seem to still be there, Canadian buyers are sure to agree that the new Grady-White 330 Hardtop makes a great boat even better!

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A Fast Luxurious Cruising Catamaran

More Rugged, More Room and More Configurations Lead to More Innovation



Photo Credit: Photothèque Lagoon – Nicolas Claris

By John Armstrong and John Kerr

OUR RECENT TRIP to the Miami boat show allowed the CY team to see some great boats. Here is one we didn't see at our Canadian shows but one that certainly caught the eye of a bunch of Canadians visiting the Lagoon booth. Through the good graces of Anchor Yacht Sales' Blanche Morgan, we got a great sneak peek.

Even after 25 years, Lagoon's team continues to lead in its design efforts, pursuing development and building techniques with its line of catamarans. Their latest effort, the 560, is a large elegant offshore cruising cat. Built with the latest techniques to make it stiff and light through infusion technology, this boat has used all its advantages to make a gen-



Photo Credit: Photothèque Lagoon – Nicolas Claris

SPECIFICATIONS

Length	56 ft./17,07 m
Beam	31 ft./9,44 m
Draft	4 ft. 11 in./1,50 m
Displacement	61,740 lbs./28 t
Upwind Sail Area	2,227 sq. ft./207 m ²
Engines	2 x 75 HP Sail Drive Diesel
Fresh Water Capacity	252 gal./960 l
Fuel Capacity	344 gal./1,300 l
Design	VPLP
Interior Design	Nauta Yachts

uinely wonderful, bright liveboard.

Believe it or not, the 560 is designed to fill the gap between the 500 and new 620. The Lagoon attributes including infusion molding building practices, wonderful bridge deck and vertical style windows are all there – the bright voluminous cabins are a treat. With seven models including two new boats, the Lagoon line represents the largest most complete offer in the market today.

For those who cruise offshore often, the World Cruising Club's ARC (Atlantic Rally for Cruisers) is dominated by the Lagoon that represents more than 50% of its Catamaran fleet; when you spend time aboard these boats you understand why.

From the design team at VPLP naval architects, this boat will stop boaters in their tracks with its wonderful lines, dramatic features and overall size.

First impressions drive you to the wonderful expansive deck that has three well-defined "living" areas: the actual deck surface forward with its integrated trampoline; the aft covered deck and swim platform; and the vast fly bridge cockpit.

The space right above the wide open main cockpit is also vast. This fly bridge

The low entrance to the aft cabin which lies under the helm is probably more comfortable for children but once inside, you have a spacious sleeping surface and with the air conditioning running at night, I suspect many owners prefer to sleep there instead of in the forward vee which can be left set up as a dining area.

is accessed though a spiral staircase which can be closed off for safety in bad weather, if needed. A central steering station with wonderful visibility is surrounded by a well thought out array of electronics and sail controls. All lines lead to winches just forward and beside the helm station. Everything needed to

control, analyze or trim is right there. It is extremely easy to sail and manoeuvre – even in relatively tight spaces.

Seating is perfectly done and configured, including a great sunbathing area located on the aft part of the fly bridge.

The wonderful interior developed by Nauta Yachts is – simply put – marvel-

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Photo Credit: Photothèque Lagoon - Nicolas Claris

The L-shaped galley to starboard is perfect and complete with large working areas, plenty of storage and more than enough room to add optional equipment.

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lous. The space is wonderfully comfortable, stylish and again well thought out. The main salon and adjoining galley are airy in look and feel with space to burn. The vertical windows are impressive and big. There is a neat, large storage island that calls for a telescoping TV. Aft of the main salon is a large, covered aft deck accessed through large transparent doors multiplying the undercover living space considerably. Access is also available from the owner's cabin to starboard and the guest cabin to port. Steps down the aft transom access is a perfect transition between tender and the boats. The tender underway is nestled perfectly between the hulls.



Photo Credit: Photothèque Lagoon – Nicolas Claris

The L-shaped galley to starboard is perfect and complete. There are large working areas (as one would expect), plenty of storage and more than enough room to add optional equipment, giving you the flexibility to add other appliances you want without that 'after-thought' look.

The chart table faces forward and boasts a real armchair that can be folded under the table opening the space considerably.

The chart table faces forward and boasts a real armchair that can be folded under the table opening the space considerably. Electronics are presented in a

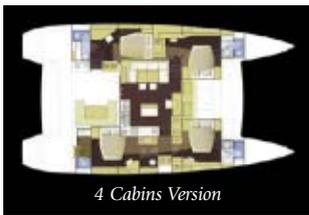
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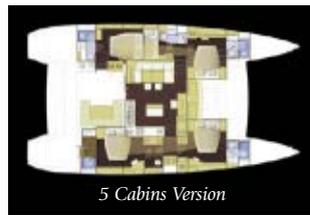
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4 Cabins Version



5 Cabins Version



The main salon and adjoining galley are airy in look and feel with space to burn.

panel that also conveniently recesses into the dashboard.

There is a four- or five-cabin option available. Each cabin has its own style or personality, and the interior woodwork is entirely made of Alpi reconstructed wood. The forward guest cabins are bright and have an integrated desk. The aft master cabin

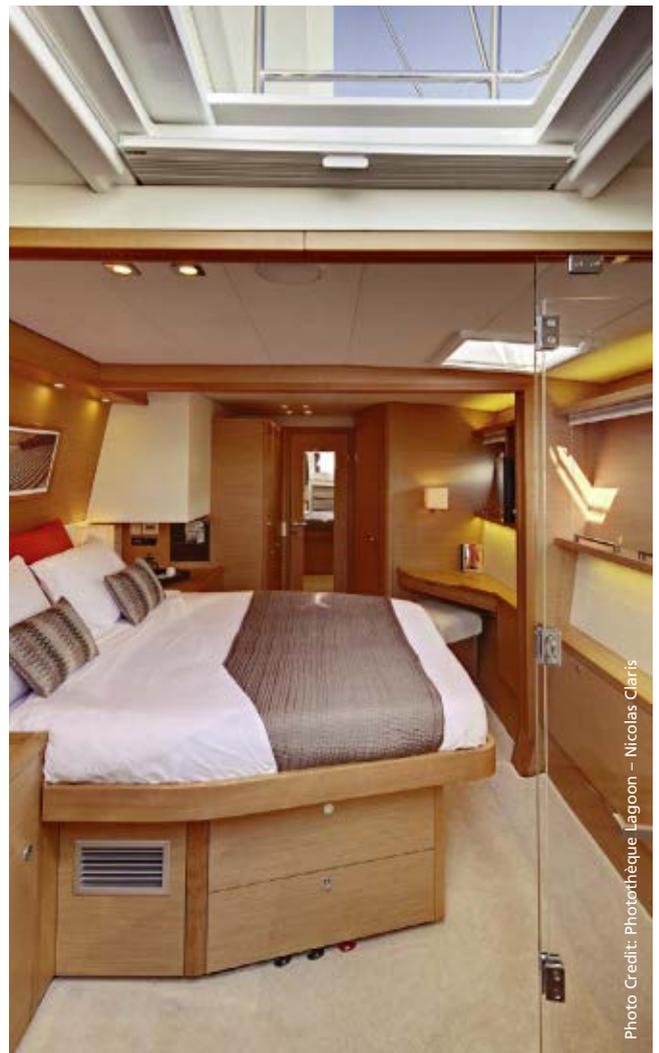


Photo Credit: Photothèque Lagoon – Nicolas Claris

The aft master cabin boasts a private entrance from the deck.

boasts a private entrance from the deck. All rooms have their own head with ensuite shower and the ongoing feeling of space and function is great. The furniture is well-fitted and the ergonomic design reflects the expertise of Nauta in bringing the below deck comfort to life.

The powerful sail plan can handle 2,227 square feet of sail area with its fully battened main, furling genoa, and staysail. Add the optional spinnaker and/or optional gennaker and this boat will have power one needs for long passages in any condition. The flexibility and design of the rig allows for the easy ability to change gears when needed.

Overall this boat is a huge winner: big, bright and beautiful. 🐟



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

National Volunteer Week in Canada is slated for April 10 to 16 this year. The usual date is the third week in April – the change was made this year to avoid overlapping with other significant holidays including Passover and Easter. The 2011 theme is “Passion, Action, Impact.”

Volunteer Canada has released the findings of their study into volunteerism in Canada, specifically ways to attract and retain skilled, dedicated volunteers among four specific demographic groups: youth, families, boomers and employer-supported volunteers. The full study is available on the Volunteer Canada website, at <http://volunteer.ca/study>

A key discovery, researchers said, was that, now, as in the past, a small group of ‘uber volunteers’ is responsible for the vast majority of volunteer hours. This highlights the vulnerability of volunteer engagement – that it relies on a small group of individuals. This group, which represents the traditional volunteer, is aging. It is therefore critical, the study says, to be aware of the upcoming demographic groups, and to be strategic in how to engage them.

The study pointed to a disconnect between the volunteer opportunities that organizations offer and the kind of volunteer experiences that Canadians are looking for to move them to action.

The primary gaps identified by the research were:
Many people are looking for group activities BUT few organizations have the capacity to offer them;

Many people come with professional skills BUT many professionals are looking for volunteer tasks that involve something different from their work life.

Organizations are expected to define the roles and boundaries of volunteers clearly BUT many volunteers want the flexibility to initiate ideas or projects that they can offer.

Many organizations still want long-term commitment BUT many more volunteers are looking for shorter-term opportunities.

Many organizations focus on what they need BUT besides helping others, many volunteers come with their own goals to be met.

Back in 2008, Volunteer Canada also had some advice for organizations. Start emphasizing your status as a group of volunteers, and get rid of the not-for-profit concept, they advised. “Why do we define ourselves in the negative? It makes no sense. Does your organization exist to ‘not make any money’? Or, does it exist to save lives, change lives and impact lives?”

They suggested that volunteer groups stop defining themselves by what they are not. Instead, Volunteer Canada says, start defining yourself by what you are for: impact – one of the three words used, not incidentally, in the 2011 theme. “More than a shift in language we need a different way of being. This shift is about attitude. It’s about your purpose (the WHY). In 1950, Earl Nightingale wrote *The Strangest Secret to Success*. The secret (common to many beliefs, all sectors and all definitions of suc-

cess): “*We become what we think about*”. What becomes of us when our entire thinking is about nonprofit? What if we think instead about changing the world?”

Port Hole volunteers might not be out to change the world, but they work very hard to change one corner of it – the one they are passionate about, the boating world. Port Hole volunteers offer their time, their action, as well as their talents as writers, news gatherers, photographers, proofreaders and watchdogs to help create a publication with a strong message – that enjoyable boating is knowledgeable boating, safe boating, environmentally friendly boating. That’s the impact our Port Hole volunteers have.

CPS exists “to save lives, change lives and impact lives.” Anyone involved at the Squadron, District or National level, anyone involved in training, is on the front line. The role of the Port Hole volunteer might seem a little more remote, but is it? Given that we are now on newsstands and reaching non-members, do we have any idea how much impact we have when the Port Hole team, volunteers and professionals, creates a publication that looks inviting, reads well, and carries a strong, consistent message that safety and knowledge add up to fun? It’s a humbling thought.

And so, on Volunteer Week and during every other week of the year, thank you to all of you who share your passion for safe boating with a large portion of the Canadian boating public. And, thank you for the impact you make. 🇩🇪



**Richard Bee, AP National Executive Officer
Newmarket Squadron**

Spring is just around the corner. In many parts of the country, as the hard water turns liquid once again, our thoughts turn to the start of boating season. We start to think about getting our boats ready for the summer, the end of CPS classes, Squadron and District AGMs and class graduations.

These activities do not have to be the end of your CPS connection for the summer. CPS has two programs that are supported through Transport Canada's Class Contribution Program. These programs are the CPS Recreational Vessel Courtesy Check Program (RVCC) and CPS Canadian Safe Boating Awareness Week 2011. The Transport Canada Class Contribution program provides funding at the 75% level for approved projects. Both of these programs are an excellent way to promote CPS and all our courses.

First, the RVCC Program. The CPS-RVCC program involves appropriately-trained CPS volunteers who conduct a short safety check of a

vessel. The requirement for being part of this program is a three-hour training course. The check, which is focused on safety equipment, takes 20 to 30 minutes. At the end the check is marked as either complete or incomplete. A complete check receives a CPS-RVCC sticker. In 2010 we had over 141 participants complete over 1500 courtesy checks.

The CPS-RVCC program is a great opportunity to promote CPS, our courses and your Squadron to the public. Be creative; hold a courtesy check day at your marina, yacht club or a local launch ramp. If you are interested in participating in the program please contact the Chair of the CPS-RVCC program P/C/C Tony Gardiner or headquarters for more information.

CPS Canadian Safe Boating Awareness Week 2011 is scheduled for Saturday May 28 to Friday June 3, 2011. We urge all Squadrons across Canada to participate. There are many ways to participate; recruit a group of volunteers from your Squadron to put on a public display

to demonstrate the CPS commitment to boating safety and our courses. Hold an RVCC day as part of Safe Boating Week. Set up an information booth in a local mall. There are many ways to participate – develop an idea that particularly fits your location. If you want more information contact Craig Stewart the National Coordinator for CPS Canadian safe Boating Week 2011.

CPS activities do not have to end with the completion of classes and Squadron AGMs. The RVCC program and CPS Canadian Safe Boating week are just two of the ways that you can continue to promote CPS, our courses and boating safety.

Enjoy your boating season. 



Get a Courtesy Check

Prepare for your boating season by getting a FREE Courtesy Check from Canadian Power & Sail Squadrons (CPS) and get your safety inspection sticker. CPS, working in partnership with Transport Canada's Office of Boating Safety, will help ensure that you and your family have an enjoyable and safe summer on the water.

Get a Courtesy Check from a CPS Boating Safety Specialist at your marina or launch ramp and verify that you have all the required safety equipment on board.

Contact your Regional Coordinator to set up your FREE courtesy Check by visiting: www.cpsboat.ca



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www.cpsboat.ca

Executive Director
Alain Brière, N

MAILCALL theporthole@cps-ecp.ca

Dear Editor, The Port Hole
I enjoyed Tony Cook's piece in The Port Hole about the four cardinal markers in Nanaimo Harbour. Just thought you would like to know that the cement structure in the centre of the cardinal markers is what is left of a port hand daymarker. The daymarker was placed on a rock, but people couldn't figure which side to go on, so the cardinal markers were put in place. This happened sometime after 1995, as I have a chart showing the old daymarker. I wish I could say that we had the Coast Guard put the cardinal markers in for the Conference, but I can't.
Duane Partee, SN
Former National Training Officer,
Nanaimo, BC

Editor, The Port Hole
I enjoyed reading about Tony Cook's Cardinal Rule comments in the February issue of The Port Hole.

In addition to two summers of extensive cruising on the west coast, my partner Terry and I just returned from a one week charter of a 47' power boat in the Sea of Cortez. All this has been accomplished safely – due in large part to the extensive CPS training that we received. The courses are, in my mind, the best contribution to safe boating in Canada.

We are both on the bridge of the Edmonton Squadron where we are working to give something back to the boating community. Even though Edmonton is land locked, we have a large Squadron with about 200 members.

Brian Gibson,
Edmonton Squadron

Hi Bradley,
My family and I were thrilled to read your Jet Set article about the Nomad Trailer. My father, Harry Walker, was a partner in Imagineering Associates. In fact, that's him in the boat on the cover of the brochure. Unfortunately he passed away almost 13 years ago. He would have been ecstatic to read your article and acknowledgement of what a brilliant idea the Nomad was - and maybe still is 50 years later. My siblings and I were really too young to remember the Imagineering, Nomad days but Dad did speak fondly and favourably about

them occasionally. He had a passion for art, design and engineering. This combination fuelled many creative ideas of which the Nomad may have been his favourite.

Thanks for the memories,
Dave and the Walker Family

Editor, The Port Hole
Some Port Hole readers who understand the difference between power and energy will be somewhat shocked when reading the article on page 54 in the February Issue of Canadian Yachting. As I am a member of Port Credit CPS and also a retired Electrical Engineer who has had the pleasure of working for some 35 years with the former Ontario Hydro, I would like to remind the editors that someone with proper credentials should be given the opportunity to proofread such articles as the above before publication.

Electrical power production in a province such as Ontario is commonly given in MW (Megawatts), whereas electrical energy consumption is commonly measured in TWh (Terrawatt-hours). For example at the end of 2009 the generating power capability of Ontario Power Generation was 21,729 MW. The energy consumption by the province for the year was 92.5 TWh. In the article the wind power proposal indicates an additional production capability for Ontario of 1430 MW. This is acceptable but in the next paragraph the author refers to a total Canadian energy consumption of 537.96 Terrawatts. This statement is incorrect as the energy consumption needs to be stated in energy terms such as Terrawatt-hours, not Terrawatts.

Not only has the author mixed provincial data with Canadian data he has also mixed energy terminology with power terminology. In fact the provincial growth rate for Ontario turns out to be 1.5%, for the next year, the additional generating capacity needed by the province would be 325.9 MW, (0.015 x 21,729) and not 8,000,000 MW as given in the article. It would appear that the author has based this number on an assumed national growth rate of 1.5% in energy consumption.

Sincerely,
Cliff Erven, P.Eng.

Tony Cook, S
Chair, National Communications Committee
Toronto Squadron



Your profile

Well, perhaps not that profile. I am thinking more of your CPS Member profile. This is the information which is maintained within our secure database at head office. Your personal profile can contain as much or as little information about you as you may wish. You have control over what details are contained and you may edit the information at any time.

Most important, from a communications aspect, is your current email address. As the Marketing Team points out, "It is important to remember that communicating electronically with our members provides significant cost savings and allows us to use a larger portion of your dues to support our prime function of Teaching Safe Boating."

Many members have yet to review their online profile. A direct link to the profile update is to be found on the Member Welcome Page (you will see this screen as soon as you log in to the site).

To guide you, Kellie Skelhorn, CPS Membership Committee member, has step-by-step instructions that make it easy to go online on the national web site, enter the Member area and update your personal information. These instructions are available for download from Members Moorings on the Membership Committee page. (Look under National Committees). Alternatively, you may contact Kellie at Kaskelhorn@eastlink.ca and she will send you a copy.

Squadrons and Districts are welcome to add these instructions (in PDF format) to their web sites or to include the page in their newsletters.

Email mailing list options

Some options which may be selected by members when setting up their Profile may lead to confusion when Squadrons or Districts prepare a mailing list for their Annual General Meetings. What follows is an explanation from Alain Brière, Executive Director.

1) **"Exclude E-mail"** is what it says. The Member does not want "any" communications by e-mail to his/her e-mail address. In the case of the Notice of AGM, for instance, the notice must be sent by Canada Post to those members who have excluded themselves from receiving e-mails. You might ask, "why don't they simply delete their e-mail from their profile?" The e-mail remains essential in order that members may have login access and for them to conduct e-commerce on the CPS site.

2) **"Exclude Promotional Mail"**. This applies to anything published by CPS except AGM notices and membership renewal notices.

3) **"Exclude 3rd party Mailings"** is there in case CPS changes its policy in the future to allow partners to do direct mailing. CPS will not do that. Members may be assured that their e-mail addresses will not be given out even if it is not actually in our policy.

Therefore, when generating your e-mail list for the AGM notice only, you can remove the tick mark exclusion on 2 and 3 and also the PMD Pacific Yachting mailing list, Registered Examiner and membership Roster and Internet.

CPS Members Moorings

The new public site at www.cpsboat.ca is garnering lots of well-deserved attention. Linked from the public site are a series of private web sites which are provided for existing members and for CPS officers at all levels. The Members Moorings site, a sub section of the Member site, has been in existence for many years and was developed and is continually managed by volunteers. Currently, Donna Lankin, SN, Brant Squadron, is the Moorings Manager and is a member of the National Communications Committee.

Clicking on the Members Moorings link opens a page of links to recent updates, making it simple to review changes and additions. The site contains all minutes and reports relating to the Operating Committee, Governing Board, Training Department and Commanders meetings. The National Directory is available for download and lists all departments, committee members and staff. A separate file lists the contact information for all National and certain District officers. Profiles and photographs of all Governing Board members are included. Other important files relate to the Strategic Plan, Volunteer Awards procedures, Bylaws and Regulations, and the Annual Conference. There is a link to a library of images of officer flags and a link to a recently added section, the CPS Officer Resource Web Site.

All CPS officers should aim to become familiar with the contents of Members Moorings and make use of the wealth of information there.

Two members, one email address

The WBAS database does not permit two members to use the same email address. Hence, if both family members are Officers, only one of them (usually the Regular member), will receive email bulletins. If the Regular member is not an officer, but the other family member is, then neither will receive the bulletins. Many members have overcome this problem by having one member set up a free email address. Services such as Gmail

www.google.com and Hotmail www.hotmail.com are popular. Once such an email address is set up, that member should log in to the Member Site as a first-time visitor and complete the profile information. As well, the Squadron/District Administration Officer should edit the Bridge list accordingly.

Extend your reach – be social

If you ask a younger person today how they communicate with their peers, it's likely they will refer to the revolution in communication known as "social media". By this, they mean Facebook, Twitter, and YouTube – to mention just a few. In fact, if you ask parents how they communicate with their kids, they will tell you the same thing.

CPS has embraced social media, thanks to the efforts of Vanessa Schmidt, our staff Graphic Designer & Marketing Coordinator. Links to the three services mentioned are present on our web sites in the form of very small icons. Click on any one, and you will discover that Vanessa is extremely active in promoting CPS activities, courses and Squadrons on a daily basis.

Quite a number of Squadrons have already adopted social media and are reaching out to new audiences. All Squadrons can take immediate advantage of these free services by setting up a group and regularly posting news of their activities. An idea: assign this task to someone graduating from the Boating (or Boat Pro) courses and bring new blood and new ideas onto your Bridge. 

Port Hole Editor-in-Chief wins Volunteer of the Year CASBA Award

Joan Eyolfson Cadham, our dear volunteer Editor-in-Chief of The Port Hole has recently won, in Toronto, the prestigious CASBA Award as Volunteer of the Year.

Joan is a Life Member of CPS and has been the volunteer Editor-in-Chief for the last 13 years. She always makes sure that every edition of The Port Hole contains at least one boating safety article and that other articles allude to safety. Joan is very mindful of the fact that the CPS magazine is prominently featured in the centre of Canadian Yachting magazine and is available to CPS members and non-members, and is on newsstands across Canada (30,000-plus distributed copies per issue). Her self-stated intentions are for readers to learn about boating safety without being "hit over the head with it."

A boat and a man named Jack Cadham (Joan's husband) is why Joan started writing. Jack owned a wonderful old wooden sailboat called the Hirondele. Joan was working with emotionally disturbed kids, a fairly stressful job. After work she would head down to the wharf to sand, varnish and putter around on the boat. She took to carrying a notebook with her. In it she would record observations, bits of poetry, play with images. She wrote an article about the Rideau Canal, which Jack and she often cruised, that was focussed on wandering around cozy little anchorages, old cemeteries and churches. To her surprise, Canadian Yachting took the story. Soon after, other yachting magazines began buying her cruise guides and for the next few years she couldn't write them fast enough. She became an award-winning columnist writing for many boating magazines and CBC radio.

"Success is knowing I've touched people. It's being able to say what I want to say and having a public forum. Most of all it's being satisfied with what I write. I've worked hard at it, edited it carefully and some days, it comes out right."



Congratulations to our Port Hole, Editor-in-Chief, Joan Eyolfson Cadham for winning the Canadian Safe Boating Council's Award for Top Volunteer Dedicated to Safe Boating. The Awards were presented Jan. 9 by the CSBC and Ted Rankine.

She began writing articles for CPS in 1987 and joined the editorial committee of The Port Hole in 1995. Since then, she dedicates her volunteer time and professional writing skills to boating and boating safety. Despite being diagnosed with Idiopathic Pulmonary Fibrosis, which means that she has had to be on oxygen continually, Joan is still as enthusiastic and passionate about her volunteer work as she has always been.

For more information about the Canadian Safe Boating Awards visit: www.csbc.ca. 

It is Time to Grab the online Opportunity

Many of our volunteers have reported that when they staff a booth at a boat show or some other event to promote our Squadrons and courses, they commonly get asked if we have our courses available on the Internet – especially for the PCOC. The fact is, many people today just can't get to classes and expect to take courses online. They do it for work. They do it for pleasure.

We have all heard about the abuses of the online testing process, and wisely, CPS-ECP has been opposed to the approach that let those abuses occur.

Transport Canada has also been aware that there was much room for improvement of the PCOC online testing and released discussion papers and eventually a new protocol for online testing. In fact, simple online testing is scheduled to end by April 15, 2011.

The new protocols follow accepted online practices that require a student to learn – not just pass a test. Students must engage with the lesson content for a minimum of time, and then pass a chapter quiz before they can even see the next chapter. Failure at that point means they must start over. Only after they have passed the entire set of chapter tests may they move on to the final test - and that is administered by Transport Canada. Officials from Transport Canada will even have the ability to monitor students while they are taking the course.

Fortunately at CPS-ECP we have been preparing for a while to make courses available online and this timing by Transport Canada has given us a great opportunity to move from discussion to action.

An early version of our PCOC course was presented at the National Conference in October and well accepted. This spring it will be up and running. This makes it possible for huge numbers of boaters who need "the card" to achieve it through us and learn more about CPS along the way.

It's a win – win for all of us. More boaters get educated, more boaters learn about us, we derive a new source of revenue, and conceivably – even some new members. The demand for the PCOC card is an opportunity for us to establish the infrastructure we need for further offerings.

When you hear about someone needing "the card" and if your own Squadron can't meet that need, you can now say "I'm sorry you couldn't take the course with our Squadron – but I can show you how to take the best online course". Point them to www.cps-ecp.ca.

P/Cdr Dave Bieman, AP
Chair of Distance Education

Cleaning up our Shorelines

Saturday, September 18, 2010 was a great day for a beach cleanup. Several members of Vancouver Island South District combined efforts to clean up the beach at Cordova Bay and enjoyed a BBQ to celebrate the removal of an astonishing assortment of debris.

This was not the only beach cleanup that took place in our district. One member and his wife tackled a beach at Pat Bay by themselves. Victoria Squadron members held a cleanup at Cadboro Bay on September, 12, and Juan de Fuca Squadron kicked things off by cleaning Lagoon Beach on July 11.

Our joint efforts mean that around 800 lbs, or 363 kg of litter is no longer on our beaches. That's significant!

Our list of 'collectibles' includes:

- | | |
|------------------------|----------------------------|
| - men's silver ring | - rope & wire |
| - 7 tires | - 3 shotgun shells |
| - 25 cents | - oven rack |
| - styrofoam | - 2 plywood doors |
| - 2 walking poles | - cigarette butts |
| - dog ball-thrower | - dinghy |
| - air mattress | - arborite shelf |
| - condoms | - flip flop soles |
| - coffee cups | - 3 golf balls |
| - drink containers | - sock and shirt |
| - utensils | - broken glass |
| - bottles and cans | - 1 gas main valve |
| - paper & plastic bags | - food wrappers |
| - ear plugs | - dog poop in plastic bags |
| - 4 balloons | |

Thanks to all those who participated by picking up litter, or contributed in other ways. A thank you also to Alpine Disposal for arranging to accept our debris for a minimal cost and to Thrifty Foods for contributing to the BBQ held following the cleanup.

The winter storms tend to deposit a lot of litter on our beaches, so get a group from your Squadron out for a cleanup and tie it in with a social. It's also a great way to raise public awareness of CPS and the courses we offer.

Please document what you collect in as much detail as you can so we can count it in the next Great Canadian Shoreline Cleanup. If you have any questions about how this works, or any ideas or suggestions, please send them along to me at cgorley@shaw.ca

These cleanups were organized as part of the Great Canadian Shoreline Cleanup in conjunction with the Vancouver Aquarium.

See you at the beach!

National Volunteer Week April 10 – 16

Canadians have a rich history of volunteering and community involvement. Volunteers are on the front lines of all of our community services – community health care, heritage and arts, maintenance of green space, disaster relief, volunteer firefighting, minor sports – the list is endless. The work of the volunteer is essential work. National Volunteer Week (NVW) pays tribute to the millions of Canadian volunteers who donate their time and energy.

CPS would like to acknowledge all of our hard working volunteers. Thanks for donating your time and energy to make CPS great! Visit www.nvw-sab.ca for details

Recognized Instructor (RI) is coming September 2011

All instructors of PCOC or its Boating equivalent and ROC(M) must hold RI certification in order to teach these public courses. See your Squadron Commander or visit our CPS website at www.cps-ecp.ca/members for further information. Check to see how to become an RI or to find out if you've already been granted this status.

spring Boating



Photo: Don Butt

The ice is gone. The days are getting longer ~ if not much warmer. It's time to get out on the water – or at the very least, prepare to get out on the water.

Nancy Thompson, AP
Orillia Squadron

Please do remember that even though the days may be warm the water is still very cold. Minor boating incidents in warmer weather could quickly turn to tragedy at this time of year. So be sensible, not silly.

Dress for the water temperature, not the air temperature. Even the differences in temperature from cruising down a sheltered river to being in the open lake are significant. One of the major causes of boating fatalities is cold water shock, the rapid reduction of body temperature, which occurs when boaters fall into cold water. The following is taken from the Safe Boating Guide: Surviving in Cold Water.

Cold water shock likely causes more deaths than hypothermia. Canada's cold waters are especially dangerous when you fall into them unexpectedly. For three to five minutes, you will gasp for air. You could also experience muscle spasms or a rise in your heart rate and

blood pressure. Worse yet, you could choke on water or suffer a heart attack or a stroke. Even strong swimmers can suffer the effects of cold water shock.

If you are wearing a lifejacket before falling into cold water, it will keep you afloat while you gain control of your breathing and prevent drowning from loss of muscle control. Trying to grab a lifejacket while in the water, let alone putting one on, will be very hard because of the changes your body will be experiencing.

If you survive the shock of cold water, hypothermia is the next danger.

Hypothermia is a drop in your body temperature to below its normal level because of being very cold for a long time. Hypothermia affects a person's control over their muscles and thinking. Someone who is exposed to cold water and becoming hypothermic might:

- shiver, use slurred speech and become semi-conscious;
- have a weak, irregular or no pulse;
- breathe slowly;
- lose control of body movements;

- behave in ways that don't make sense;
- act confused and/or sleepy;
- stop breathing; and
- become unconscious.

If you end up in the water, do everything you can to save your energy and body heat. Swim only if you can join others or reach safety. Do not swim to keep warm.

You may survive longer in cold water if you:

- Wear a Canadian-approved lifejacket so that you will not lose valuable energy trying to keep your head above water.
- Climb onto a nearby floating object to get as much of your body out of or above the water as possible.
- Cross your arms tightly against your chest and draw your knees up close to them to help you keep your body heat.
- Huddle with others with chests close together, arms around mid to lower back, and legs intertwined.

For more information, or to see what really happens during cold water immersion, please visit www.coldwaterbootcamp.com.

Do not exceed the carrying capacity in passengers or total gear. An overloaded boat sits lower in the water, which increases the chances of swamping or capsizing by waves. Keep as much weight as possible in the middle of the boat. To keep the boat riding high in the water, limit the load to only essential items and make several trips. And please, have a life jacket or PFD suitable for each person on board.

Speaking of life jackets – always wear a PFD or life jacket at this time of year. A life jacket will keep you afloat even after the shock of falling into frigid water. They also provide excellent insulation against cold, wind and rain. Even if you don't wear one all summer, at least have it on now. Who knows. You might find the new ones quite comfortable.

The pre-launch check list covers all the preparations to do with your boat. Many marinas do this for their clients. Double check to see that all the mandatory safety equipment is on board in good condition.

It's even more important this time of year to tell family or friends where you are going boating, who is going with you and when you expect to return. Let them know when you have returned. Your float plan can be written or verbal but it can be a great help if a rescue crew has to be sent to find you.

There are few boats on the lakes just now but you still need to keep a proper lookout. Do be aware of your surroundings before changing course or speed.

And most important of all ~ Have a safe and happy boating season.

Pre-Launch Checklist

Before launching a boat for the first time each season, please complete the following checklist to reduce your chances of an unpleasant boating experience.

- Check the pleasure craft licence. Check that the numbers on your bow are in good condition and legible.
- Check your safety equipment. Look at the required equipment chart to make sure you have all the equipment needed on your boat after it has been stored.
- Inspect your life jackets. In addition to making sure you have a properly sized wearable life jacket for each passenger, check each life jacket for mildew, rot and tears in the material, seams and straps. Discard and replace any damaged life jackets. The new ones are even more comfortable to wear and make great gifts.
- Check fire extinguishers. Make sure the fire extinguishers are properly charged or buy new ones.
- Check the first-aid kit. Replace any supplies that were used last season or have passed the expiration date.
- Check fittings. Thru-hull fittings below the waterline should be tight; sea valves should operate freely. Make sure the boat plug is plugged in and in good condition before you launch.
- Check for winter damage. Inspect non-metallic thru-hulls; they get brittle with age and winter ice can crack or loosen them. Look for hoses that have been forced off or split from freezing. Every spring, boats sink at the dock when these problems go undetected until the first heavy rain.
- Check the fuel system. Inspect fuel fittings and hoses; replace if cracked or showing other signs of stress. Probably good to replace the fuel filters as well.
- Check electronic gear. Get fresh batteries for portable electronic gear, radios, handheld GPS and flashlights. Inspect connections on lights and the horn and other equipment wired in to the boat.
- Inspect dock and anchor lines for chafing. Replace lines if they show signs of wear.
- Check the boat trailer. Inspect trailer tires for wear and inflate properly. Check the trailer frame for rust spots; inspect the wheel bearings and re-pack if necessary. Test the trailer's lights before towing.
- Check the oil. Creamy brown or gray engine or drive oil has water in it and a mechanic should find the source of the leak before you start the engine.
- Examine sailboat rigging: Check for signs of corrosion and wear and for leaks where chain plate mountings come through the deck.
- Check charts: Do you have a current chart aboard? Channel markers and buoys may be out of position due to ice movements so take extra care. 

AIS – Automatic Identification System

What is it and why do boaters need to know about it?

Eric Meth
ICOM Canada

AIS is a collision avoidance system used by ships principally for identification of vessels at sea. The operation of AIS depends on the Self Organizing Time Division Multiple Access (SOTDMA) data communication technology, which was developed in the 1980s.

Imagine a shipboard radar or chart plotter that includes a symbol for every significant ship within VHF Radio Range, with each symbol giving speed and heading with GPS accuracy. By clicking on a ship's symbol you can learn the ship name, course and speed, classification, call sign, registration number, MMSI number and other information. Navigational information is also available. They include: closest point of approach (CPA), time to closest point of approach (TCPA), plus other information, allowing you to call any ship over the VHF radio by name, or by pressing the DSC button, rather than trying to contact "Ship off my Port Bow".

AIS is a shipboard broadcast transponder system in which ships continually transmit their ID, position, course, speed and other data to all nearby ships on a common VHF Radio channel.

There are 3 types of AIS Systems: Class A, Class B and AIS Receivers. Class A & B both transmit information between 2 to 10 seconds while moving and every 3 minutes when at anchor. The receiver lets you see where the ships are located.

AIS is used in navigation primarily for collision avoidance. This is not an automated collision avoidance system. VHF Radio communications have limitations. Not all vessels are AIS-equipped. Therefore, the system is primarily a means of lookout, used to determine risk of collision. When at sea, the movement and identity of other ships in the vicinity is critical for navigators to make decisions to avoid collisions with other ships. A receiver allows an operator to locate other ships in order to make decisions that avoid collisions.

Class A AIS products are for ships over 300 tonnes which are SOLAS (Safety of Life at Sea) vessels and are required to meet the guidelines set out in the Marine Equipment Directive.

Class B AIS products are for the recreational or non-SOLAS boater - ocean racers, vessels operating in busy harbours such as Halifax, Vancouver, St. Lawrence Seaway. Class Bs can be connected to most display systems where the received messages will be displayed in lists or overlaid on charts. The Class B type standard requires integrated GPS and certain LED indicators.

A recreational boater or Marine Traffic enthusiast who wanted to monitor AIS-equipped vessels in their immediate area might use the receiver.

AIS position data is available on the Internet through many private websites. A popular one is: <http://vtslite.siitech.com/VTSLite/AView.aspx> based in Richmond BC.

If you are in heavily travelled waterways or offshore, AIS might be in your future. It does not replace common sense or good operating and navigational practices. It does offer another layer of protection to your present equipment.

For more information, please contact:
Eric Meth ICOM Canada
Technical Support
6165 Highway 17
Delta, BC V4K 5B8

Editor's Note: ICOM Canada is a proud sponsor of CPS providing the ICOM Canada Electronic Instructor of the Year Awards presented at the Training Luncheon at the CPS National AGM.

CPS Ship's Store
www.cpsboat.ca



Ladies Polyester Stripe Polo

This new collection has been carefully crafted to offer Performance Unparalleled. In conjunction with attention to fine details, superior fit, and easy care properties, in depth research was done to source & develop top of the line fabrications featuring moisture Management, Antibacterial treatments and UV Protection. The aim is to provide the ultimate shirt ensuring performance + comfort + fashion. Background colours available: lime sherbert (pictured), banana, blue drop, black, beige

Price: \$16.00

To order contact: 1-888-CPS-BOAT or www.cpsboat.ca

Did you know...

Canadian Boating Safety Facts from the Canadian Safe Boating Council website

CSBC's key safety messages:

Wear your Lifejacket – If everyone wore their lifejackets while in small open boats we predict there could be an instant 50% reduction in boating deaths.

Don't Drink & Boat – It is dangerous and socially unacceptable to drink and drive a vehicle. The same holds true for drinking and boating.

Take a Boating Course – Like any activity, more knowledge brings more competence and pleasure. Boating is no different.

Be Prepared – Mechanical breakdowns account for approximately 50% of the calls for help. Most of these embarrassing incidents are preventable by ensuring your vessel is serviceable and you have sufficient gas. Part of being prepared is also making sure that the weather and water conditions are suitable for your day out on the water.

Cold Water Immersion – Cold water is an environmental factor that all boaters should understand and prepare for.

How big is boating in Canada?

49% of Canadians participate at least occasionally in recreational boating activities - this is over 16 million Canadians. 9% of the public or 3 million people are operators of a power boat. 19% of the public or 6 million are passengers but do not drive a power boat.

Boating fatalities are on the Decline

The Lifesaving Society and the Canadian Red Cross water fatality studies for the period 1994 through 2003 have demonstrated that 16% fewer boating fatalities occurred in the last five years which means 53 fewer deaths over 5 years the downward trend of boating fatalities continues according to data compiled since 1991.

Boating Risk Factors

83% of boating fatality victims were males. An estimated 60% of boating fatalities occur in very cold water (under 10 degree C) with most fatalities in water under 20 degrees C. The colder the water, the higher the death rates.

Most Boating Fatalities are Preventable

In 5% of boating fatalities the victim was not wearing or not properly wearing a lifejacket. If everyone on the water wore a lifejacket, we predict that more lives would be saved annually. Alcohol is involved in about 40% of all boating fatalities.

—www.smartboater.ca

Inspect and Maintain your diesel fuel systems

A diesel's fuel system produces more problems than any other part of the engine. Regular fuel system inspection and maintenance will keep your fuel clean and your engine running reliably.

Even a small amount of dirt or water in a diesel's fuel system can seize or corrode the injectors or injection pump. For this reason, marine diesel engines have both primary and secondary fuel filter systems.

Inspect your primary filter's sediment bowl daily and drain any sediment and water. If the sediment bowl fills and requires draining more than once every 100 hours, the fuel tank is contaminated and must be cleaned. Replace the primary fuel filter element at the first sign of discoloration.

Secondary fuel filters stop the contaminants that escape the primary filter. Although they stay clean longer, secondary filters should be replaced with every other primary filter change.

If the engine isn't getting fuel, either the supply or injection pump is broken or the injectors are clogged. Air trapped in the fuel system prevents fuel from flowing and must be bled out.

Diesel fuel stored for a long time without being treated can grow bacteria that can clog the fuel-filtering system and cause the engine to lose power. If this happens, clean or change the filters and bleed the system to eliminate air.
—USPS Compass

Passing situation

When passing a small boat engaged in fishing, slow down and pass at the bow. Give the boat a wide berth—it may be at anchor. Be especially careful if you see children on board. Be courteous, and always remember that you are responsible for your wake.

—USPS Ensign



Children and boating

play safe and stay safe

John Gullick, AP
CPS Manager of Government & Special Projects

Boating together with the kids as a family can be a most enjoyable activity. Because people, especially kids, have unique personalities it is important to take the suggestions that I am going to make and adapt them to meet your needs.

Every trip, whether it is a day trip or even an overnight trip, will consist of three primary areas of activity and it is important to involve the kids in all activities. Let's start with the most important.

Planning and Preparation

Kids can be very involved in planning. They can suggest places that they would like to go and things they would

like to do when they get there. Before leaving they can help make sure that you have all the safety gear on board and that it is in good repair.

Give children responsibilities and use the trip as a learning experience to improve their boating skills.

- Kids can go through the Transport Canada Boating Safety Guide, free at most marine outlets, to check the list of safety equipment required for your boat and when you get to the boat they should know where everything is located and how to use it.
- Lifejackets and Personal Flotation Devices (PFDs) are the most important safety equipment items. They only work if people are wearing them so I strongly suggest that they are worn at all times. They must be in good condition, they must be the proper size to fit each person and they must be approved for use in Canada. At

the beginning of each season everyone should check their PFD and try it in the water. First put them on and then enter the water to chest depth and slowly raise your legs. If they don't fit snugly and ride up, readjust or get a better size. If they are ripped or worn get a new one. PFDs are very difficult to put on once you are in the water. If you want to see for yourself, try it in a controlled safe situation. You will soon see why they are best worn all the time in open boats while underway.

- If kids are going to operate any powered boat, even under adult supervision, they must be able to prove operator competency. Usually this means having a Pleasure Craft Operator Card. Taking a CPS course and getting your PCO Card is another great family activity in the off-season.
- Check the first aid kit and remember the sunscreen, hats, sunglasses and foul weather gear. Don't forget required medications.
- Make sure you have enough food, healthy snacks and lots to drink so you can all stay hydrated on hot sunny days.
- Check weather reports and consider postponing the trip if bad weather is expected. During the trip keep a watchful eye on the weather and head for shore if the weather deteriorates.
- Make sure there is enough gas to get there and back. 1/3rd out, 1/3rd back and 1/3rd in reserve.
- Have the kids bring along a few personal items including some simple games that they can play.
- File a Trip Plan. It is recommended that you file a Trip Plan before every trip no matter how long or short it is. A Trip Plan, sometimes called a Float Plan or Sail Plan, is a brief description of your trip, the proposed route, destinations and timing. It should include a description of the vessel and identify all the people on board, contact information and the date and time of the expected return. Give a copy of the Trip Plan to a responsible person and instruct them to contact the police and/or your regional Rescue Coordination Centre if you fail to return at the expected time. For contact information go to the Transport Canada Boating Safety web site www.boatingsafety.gc.ca or call 1 800 267 6687. If you are going on a longer trip call in with a daily position report and report any changes to the planned route and timing. To avoid an unnecessary and costly search for you, make sure that you report your return and completion of the trip and "Close" the Trip Plan. Forgetting to do this can result in lost time and valuable resources for Search and Rescue personnel.



The Trip

During the trip involve the kids in reading the charts and looking for aids to navigation, marker buoys and things on shore that will help identify where you are. Look for church steeples, water towers and familiar natural points of interest. Teach them how to read a compass. Kids have very keen eyes that can not only spot things of interest but possible dangers as well.

Post Trip Follow Up

When the trip is over "circle" the vessel and clean up. Note any necessary repairs and replacements that are required and set up a schedule to carry them out so that you are ready for the next trip and have not left any needed activity to the last minute when you might not be able to accomplish it in time. Check for any wear and tear, check for leaks, replace or service any safety items that you have used and try to leave the vessel in the same condition it was before you left. Hopefully everyone on board had a great time and they are already looking forward to your next trip together. 🇩🇪

You can download a blank Trip Plan at www.cpsboat.ca. Click on Boating Resources, Downloads.



Crew of Private Idaho named CASBA Rescue of the Year Canadian Safe Boating Council Awards

Joe Chisholm and Joe Gatfield, [AP](#)

As co-host Ted Rankine emphasized, the Canadian Safe Boating Council is not in the business of handing out hardware to fill a category each year. “Every nominee and every recipient must demonstrate exceptional commitment and achievement to be recognized,” and as a result, the five back-stories are each remarkable in their own right. “It isn’t the awards,” says Rankine, “it’s the people, it’s the stories and this year we see exceptional stories behind this year’s winners, Best Boating Safety Initiative, the Green Marine Environmental Award, Marine Professional of the Year, Volunteer of the Year and Rescue of the Year.”

For 13 years, the Canadian Safe Boating Council has made a determined effort to recognize individuals who consistently practice and promote safe boating in Canada. The concept of water safety has expanded to include water stewardship so the awards also recognize environmental efforts to lessen the environmental wake of watercraft in Canada. At this year’s CASBAs, five of the potential 10 awards, were presented at Toronto’s Sheraton Centre in a gala hosted by Ted Rankine and Barbara Byers.

The 6-person crew of *Private Idaho* won Rescue of the Year Award for saving a drowning man. The sailor, a fellow racer, was as good as dead, separated from his boat without a life jacket, when a squall terrorized Lake St. Clair midpoint in a 24-hour race, after nightfall. His tale was the exclamation point for the evening, showing how good times can turn deadly in the wink of an eye when boating. The crew employed every boating safety lesson learned to keep a fix on the man in four to five foot swells, manoeuvring the *Private Idaho* in 45 to 50 mph winds and then pulling the waterlogged, exhausted sailor into their cockpit. It would be three hours of first-aid and TLC to keep the man alert, warm and hydrated until they returned to Windsor Yacht Club.

The Private Idaho story, titled ‘When doing it by the book pays off,’ ran in the Fall 2010 issue of Port Hole. June 18, 2010, was the 38th annual Canadian Club Windsor Invitational Race on Lake St. Clair. The crew of *Private Idaho*, a Beneteau 34.5, was eager to defend their 2009 spot on the Ken Crooks Trophy. On board for the race was Alan Johnson, captain, his wife Carol Crooks, their 16-year-old nephew Nick Crooks, and friends/crew members Alex Baker, Lindie Rudover, and Chris Busch. All were experienced sailors, with Alan,

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

Skipper Alan Johnson was out-of-town and unable to be present at the CASBAs. The Windsor Star waited until he was back in Windsor before they ran a lengthy front page story titled Save me, Save me, I’m going to die. It was quite the attention getter, but it certainly told the story and provided the lessons learned, preparedness and, as the story ends, “we did it right”, said Joe Gatfield, who helped re-present the award in front of a packed house at the Windsor Yacht Club during an evening for family and friends of the crew. Crooks very clearly thanked CPS about three times for the education she (they) had received. Local MPP Dwight Duncan has presented each member with a certificate.

“It was a night to be proud of what we do,” said Joe Gatfield. “It fits exactly into our Mission Statement. In talking to the crowd afterwards, I made contacts for future Boating courses and several Maritime Radio potentials. Carol emphasized her knowledge came from the course which she had taken approximately one month before the rescue. All in all, a life was saved and the lessons learned are still being taught seven months later.”

“Both Alan and I have been CPS members for the last two years,” Carol said later. “I have grown up a “vicarious” family member as my dad taught and was involved for many years. CPS was the topic of conversation around the dinner table for many years. Of course my dad taught us as much as he could on the many many hours we spent on the boat growing up.”

The other four awards included Port Hole editor, Joan Eyolfson Cadham, named Volunteer of the Year (see page 6), Josh Lockwood, an RCMP Marine Officer who patrols the waters of North Okanagan as Marine Professional of the Year, OPP Marine Officer, David Moffatt, for Best Boating Safety Initiative, and Wright’s Marina in Britt, Ontario, winner of the Green Marine Environmental Award. 

Boating safely; Key learnings from Private Idaho

Alan Johnson and Carol Crooks
Windsor Squadron

- Wear PFDs, with name, boat name, contact information inside. – I (skipper Alan) was the only person not adhering to the boat rule of wearing a PFD after sunset. The look on the the rescued man's face as he barely stayed above the water surface will be a constant reminder to wear a PFD in any threatening conditions.
- Use all technology available to monitor weather. The forecast was for a storm and we saw it on the dark horizon. If we had looked at the weather applets on our phones (we had a Blackberry and iPhone stored below) we would have seen the intensity of the storm. Tuning into the weather channels on the radio would have helped too. We were too focused on racing to see the big picture.
- Practice MOB drills, including techniques for lifting bodies out of the water. – I have done many MOB drills before races but always in good conditions with a conscious person. To do a MOB in 50+knot winds, 4-5' waves and darkness added a new level of complexity to the rescue. The main difficulty we had was hoisting a fully grown, semiconscious man (80+kg) up the side of a 34' sailboat (3' freeboard) in waves. A lifesling, while not approved by CCG, would make a recovery easier. Regardless a crew should know some options and be prepared.
- Ensure Radio/antenna are properly set up for use and know proper protocol for Maydays. Our range was limited with our radio and we



The Private Idaho crew received the 2010 Canadian Safe Boating Council for Rescue of the Year for rescuing a man who's boat capsized during a race. The crew is, from left, Carol Crooks, Alan Johnson, Alex Baker, Chris Busch, Nick Crooks, and Lindie Rudover. Photo by: John Shorten

relied on another boat to relay our message to Sarnia CG. Luckily all involved knew proper procedure. (Note from Carol: After taking the CPS radio course I had cards made up spelling out the protocol for Mayday, Pan Pan, and Securite hails on the radio. These are affixed in our navigation station. In the event that Alan or I are incapacitated and cannot make a call, at least someone aboard can read the simple description, and follow the text to make the proper communication to coast guard or authorities. These were readily available for anyone to use the night of the rescue-however only Alan and I have our Radio

Operators Certificates so I was the person on the radio.)

- Have crew know location of the First Aid kit, PFDs and other essentials. Our crew had been briefed on where everything was on the boat and were familiar with the boat storage and mechanics. This allowed clear instructions to be followed with a minimum of delay. The above all resulted in the prompt return to the MOB and his rescue. 🚨



SAILING ACROSS THE BORDER

Boaters can cross easily between Canada and the United States but need to pay close attention to immigration and customs regulations.

Larry MacDonald, AP
Pender Harbour Squadron

A few years ago, I chartered a boat in Canada and sailed to the United States, clearing Customs in the San Juan Islands, Washington. A Custom's officer asked whether we had any fruits or vegetables aboard. I said, "just two potatoes." He expressed regret that he had to confiscate them. We received our clearance as he walked off with half of our next day's breakfast!

A year after the 9/11 terrorist attacks, I was planning another sail to the States and I was curious to know whether there would be any difference in clearing Customs. Would their officials be more vigilant and inquisitive? Our trip began in Sidney, British Columbia at Bosun's Charters where we rented two 36-foot Catalinas. The primary purpose was to offer a one-week "hands-on" sailing experience to eight students from the Canadian Power & Sail Squadron (CPS). David Levine, my co-instructor in the Edmonton CPS Boating course, skip-

pered one boat and I the other. Our itinerary took us across the border into the San Juan Islands, an archipelago of some 200 islands, many of which have been designated wildlife reserves or marine parks.

In preparation for our trip, I called U.S. Customs to inquire about allowable food items. They advised me to contact the Department of Agriculture (USDA) as Customs only enforces the USDA guidelines. The USDA official informed me that meats from the United States and Canada are allowed (although a recent "mad cow disease" scare this spring changed that). Fresh fruits grown in the States or Canada are also allowed provided they are "in season" and marked with brand labels. Citrus fruits must be in an intact bag or box and clearly labeled. A couple of oranges or grapefruits would probably not be allowed although the official wasn't sure whether Customs would actually confiscate them. Fresh vegetables are allowed if grown in the U.S. or Canada with the exception of potatoes grown in Canada. Idaho potatoes would be allowed if clearly labeled.

If there is any doubt about the origin, fruits and vegetables are prohibited. We made up our shopping list with these guidelines in mind. We also restricted alcoholic beverages to one bottle per person to avoid paying duty.

Don't even think about not declaring an agricultural product. A smuggled orange or potato might carry microscopic pests that could devastate the agricultural industry, causing millions of dollars in losses. That's why the penalties are so severe for smuggling – up to \$50,000 in fines. The boater is responsible for knowing the prohibited foods. Even if Customs doesn't ask, "failure to declare" your fruits and vegetables may result in a fine of \$100 or more.

During our boat orientation at Bosun's, Peter (a staff member) explained that each charter boat has a User Fee Decal attached to its side which costs \$25 US annually and allows the boat to enter U.S. waters. He emphasized the importance of going to a port-of-entry and clearing Customs before we anchored or docked anywhere else – fines for this infraction can be up to \$5,000! Peter also told us that the Customs office at Roche Harbor, our closest port-of-entry, had just closed on Sept. 15 for the off-season; however, we could dock there and call Customs at nearby Friday Harbor, Washington to clear by phone – maybe. Or they might ask us to wait aboard while an officer drove over to conduct a further inquiry.

On a typical day, the entire U.S. Customs Service makes over 400 seizures of illegal goods, about 100 of which are food items.

Entering the United States

As suggested, we tied off at the dock in Roche Harbor and I called Customs. The friendly but officious-sounding officer first asked for my PIN number (Personal Identification Number). When I said "huh?" she asked for my home phone number and my address. She then asked a series of questions: the name, type, and size of our boat, its licence number and User Fee Decal number, the nature of our visit (recreational boating), and how long we were staying. She also asked for the name, date of birth, and citizenship of each person on board. Finally she asked what we were bringing into the U.S. My answer of "just some edibles and a bottle of alcoholic beverage per person" seemed to suffice.

She then provided me with a PIN number, which was actually my home phone number, for future border crossings. She also issued a "clearance number" for the boat to be made available to any official who requested it. Until clearance is provided, no one (except the skipper to speak with Customs) is allowed to leave the boat. Violation of this rule may result in substantial penalties and forfeiture of the boat.

A day later I visited the Customs office at Friday Harbor and requested a handout outlining allowable and prohibited food items. Surprisingly, the officer said they didn't have one because the regulations change from day to day. When I asked more specific questions, however, he agreed they enforce the USDA guidelines, but he didn't have a handout of those guidelines.

After two more days of exploring these beautiful islands, we docked in Anacortes, Washington, another U.S. port-of-entry. Again I visited the Customs office and this time the officer provided me with a handout of the USDA guidelines. When I asked if he would confiscate oranges, he said, "yes, except those in an unopened package."

Returning to Canada

While in Anacortes, I called Canada Customs to see if we could receive our clearance by phoning their office in Sidney from another port-of-entry, Bedwell Harbour, which had also closed for the season. The officer informed me that we would have to clear in Sidney by placing a call to their office at the nearby Victoria International Airport from the Customs dock. I asked how long this clearance would take and she said, "it depends on whether the officer wants to ask more than routine questions or come over to inspect the boat." She suggested we allow time for this possibility. As it turned out, we were able to clear in Sidney with a brief phone call, giving much the same information requested by U.S. Customs. Within 15 minutes, we were back at Bosun's.

Before taking a boat across the border, I recommend you contact the USDA for a copy of their latest food guidelines. Also, be sure to have the U.S. and Canada Customs' phone numbers in case the port-of-entry offices are closed. Have available your boat's licence number, User Fee Decal number, and passports for all crew, and answer all questions truthfully – you'll likely be on your way in short order. Although not much has changed since my pre-9/11 visit, the level of vigilance at the border will vary depending on the existing level of threat to national security. When you visit Customs, just remember that they are very busy keeping our borders safe and secure, and would much rather clear you efficiently than to have to search your boat for a couple of smuggled potatoes! 🍌



JET SET

Bradley Schmidt

Different Strokes

I sit huddled in a warm sweater as I write this. My immediate thoughts are that Wiarton Willie, our local Ontario groundhog, made a terrible mistake... An early spring? It sure doesn't look that way right now. The mercury is routinely dipping below minus twenty, even here in the suburbs of Canada's biggest city. But despite the constant windshield scraping and driveway shovelling, our collective minds no doubt drift to thoughts of open water, warm breezes, and sunny days.

Readers of this column will remember that in short order I will be putting my 1962 Nomad Camping Trailer / Boat to use. You may also remember last year's series on the virtues of antique outboard motors, following the restoration of my 1971 Ted Williams 4.5hp air-cooled outboard from start to successful finish, powering my Dynous inflatable through the chilly April waters of Mazinaw Lake.

Despite many successful outings with the '71 last summer, my heart is now set on a brand new 4-cycle outboard for the coming season. As is mostly common knowledge now, driven mainly by emissions standards, outboard motor producers are now almost exclusively supplying 4-cycle outboards. The technology has really improved to meet demand, and from what I saw at the Toronto Boat Show in January, there is a great line-up of outboards to choose from. A number of manufacturers donated boats and motors to be demonstrated at the indoor lake at the show. I was absolutely shocked by how quiet the new generation of four-strokes is. I'm looking forward to the quiet reliability and added power of a new engine.

Though I could go into a long diatribe explaining the technical differences between two and four-stroke motors, suffice it to say that two-strokes burn gas mixed with oil, and four-strokes burn straight gas, the oil stays in the crankcase and is not consumed. So, two-stroke outboards have the familiar "stinky blue" exhaust. Their design allows a better power to weight ratio, meaning a two-stroke will typically be lighter than a four-stroke. A four-stroke, however, will burn less fuel and no oil, making it more environmentally friendly. Care must be taken when storing a 4-cycle outboard as well, they typically can only be laid down on one side, and will be clearly marked as such.

For my purposes I have been searching for a 6hp motor. This is adequate for my current needs, and I feel is a good investment for future, as it would be a good size for a tender or dinghy, or as a kicker motor for a larger boat.

My search took me to a few displays at the boat show. While in the past the first names that came to mind were Johnson and Evinrude, apparently neither nameplate is selling small motors for this model year. The Evinrude website lists nothing smaller than 15hp, and the Johnson website lists no current products. In fact for the past number of years, the portable motors these companies did sell were rebadged Suzuki outboards. Another perennial favourite is of course Mercury. Their small motors are now rebadged Tohatsu motors. So really the only choices available for me are: Tohatsu / Mercury, Suzuki, Yamaha, Honda, and AFS. Honda does not make a 6hp motor. One feature I like is a built-in gas tank, which is only available currently on the Yamaha and Suzuki motors. The others use an external tank. However, the Suzuki and Yamaha motors are priced above the AFS and Tohatsu. The AFS motor is marketed by Tomos Canada, and is a made-in-China knock off of a previous generation Yamaha. It is a well-backed company and I have heard good things about the product. The only downside for me is, because it mirrors an older generation, it is almost 40% heavier than the other motors. All the motors are available in long and short shaft, and with the exception of the AFS, with a charging system for sailboat use. As with any purchase, one must consider all the options: Warranty, parts availability, reliability, quality, weight, added features and cost. Stay tuned to see which model powers my 2011 adventures on the water. 

James Hay, JN

Lake St. Louis Squadron

Spring is sprung, the grass is riz, I wonder where the water is? That seems to be the refrain in spring time. Over the winter the water gets hard, snow accumulates, and you can't see what is going on in that dark, murky, cold world under the ice.

Things happen during the winter and we only find out about them in the spring when the water gets soft and warm and we venture out again. The rocks are alive, you see. In the wintertime, they find a new home for the summer and they grow and gain strength because of their appetite for propellers, keels and lower units.

Sometimes the rocks' appetite isn't as big so they just take a little bite out of a propeller but if they need lots of strength, they will chomp on your keel or perhaps swallow the lower unit whole.

George knows this. He's found out the hard way a few times. Why, one fine spring day, when he was backing out of the boathouse, he found a rock. The rock wasn't there the year before. It ate an entire blade from his propeller. The motor wasn't too happy about that and set up a nasty vibration all the way to the dock. George wasn't too happy either since he had to buy a new propeller and they aren't cheap.

What's worse is that some rocks are social and they move in packs. Lots of folks have learned that when they carefully zipped past the edge of the rock pile out in the bay only to discover that it had moved. The move must have made the rocks hungry. Several times a very loud BANG was followed by silence. Rocks hide, too. As the driver looked forlornly over the side at his damaged engine the rocks hid themselves safely behind the boat. They even dove for cover - several local boaters noticed that the top of the rock pile was further down than it used to be.

It isn't just the rocks. Outboard motors are animate too. They are also spiteful. You know what I mean? How many times have you tried and tried to start the engine with not even a hint of the ignition catching? Then the neighbour or a guest offers to give it a try, gives it a single pull, and the engine roars into life. You know you really shouldn't hurt the outboard's feelings - it will make you pay.

Sometimes the outboard is more subtle in its revenge, like the time I went to move the boat after changing the shear pin. The engine protested loudly while the boat didn't move. As I looked over the transom the problem became clear. The propeller had carefully unscrewed itself off its shaft and was lying on the bottom of the lake. It is shallow by the dock so retrieving it wasn't hard. I know that I put the cotter pin back on but it is clear that it needed replacement because it had to have



broken which allowed the propeller to unscrew the nut on the end of the shaft. The marina was quite happy to sell us a new nut along with cotter and shear pins.

That wasn't too bad. George was out one day when the engine stalled. Restarting it wasn't any picnic but he got it running and since he was going to the marina asked the owner to have a look. "It seems fine but bring it back tomorrow" said the owner since the mechanic had just gone home. Well, George headed back on the lake but within a few minutes he was back at the marina. It seems that the engine was running rough and it just wasn't developing any power. The next day George bought a new outboard when he learned that fixing his engine would cost \$200 more than a new one.

The only problem is that George never did figure out what had upset the outboard so deeply that it committed suicide...

May you have a safe, trouble-free and happy boating season. Just remember to be nice to your outboard and let someone else feed the rocks. 🍷



Halifax 2011

October 19–23, 2011

www.cpshalifax.ca/AGM2011/



Photo: Halifax Harbour courtesy of Nova Scotia Economic and Rural Development and Tourism

RIDE THE ATLANTIC WAVE

Atlantic District welcomes you to Halifax, the historic city by the sea. You'll find so much to do, so much to see.

HALIFAX

Halifax, home to over 300,000 residents, exudes culture and history on every street corner, where buildings dating back to 1749 share waterfront vistas with modern glass office towers. Explore unique areas and neighborhoods, like the fashionable boutiques and whimsical craft shops that line the cobblestone walkways of the Historic Properties, heritage buildings originally used to store privateer's booty. The heart of the city is the Halifax Harbour, the second largest natural harbour in the world, and the boardwalk that winds along it is alive with pedestrian and maritime traffic. The Spring Garden Road area is a bustling shopping district where high-fashion clothiers reside alongside one of the oldest formal Victorian gardens in North America. With six-degree granting institutions, Halifax is teeming with the youthful energy of students and of learning.

Halifax's history is one that you can see and feel. Each day, the ceremonial 'noon gun' goes off at the Halifax Citadel National Historic Site, an 18th century fortress in the heart of the downtown core. Another National Historic Site, Pier 21 – Canada's Immigration Museum, tells the personal stories of the one million people who passed through the doors between 1928 and 1971. Step back in time with a tour of Alexander Keith's Brewery, the oldest working brewery in North America where you'll be treated to a mug or two of famous India pale ale along with Nova Scotian songs and tales. Life here revolves around the sea and our Maritime history is an essential part of Halifax.

LODGING

Halifax Marriott Harbourfront will be our home for the 2011 Conference.

REGISTRATION

Register online at cpshalifax.ca/AGM2011, or mail in the form. Register on or before September 9, 2011 to receive the early registration price.

COMPETITIONS

The Competitions Entry form is included in the Port Hole. Detailed information regarding the competitions is found at cpshalifax.ca/AGM2011

EASY TO GET HERE. HARD TO LEAVE

Marvel at the views while driving on excellent divided 4 lane highways. Halifax Stanfield International Airport has direct flights from many Canadian and US destinations with US Customs pre-clearance. Enjoy the view aboard VIA Rail Canada, with a transcontinental connection from Western Canadian cities and some US destinations.

Discover Halifax's history, arts, culture, nightlife, cuisine and wine. Explore the coastlines, fishing villages and beaches only minutes from the heart of the city. And feel the warmth and welcome of our city's defining feature: its people. For more information: www.destinationhalifax.com.



Photos: Right, Peggy's Cove (Destination Halifax) Top Left, Lunenburg (Nova Scotia Economic and Rural Development and Tourism) Middle Left, Pier 21 (Destination Halifax) Bottom Left, Halifax Waterfront (Destination Halifax).

GUIDED WATERFRONT HISTORY WALKING TOUR

Thursday, October 20th, 9:30am – 5:00pm

Total walking time 45 minutes. Return from Pier 21 by shuttle bus. Tour price includes entrance to the three museums, the **Maritime Museum of the Atlantic** the oldest and largest maritime museum in Canada including displays related to the Halifax Explosion of 1917, the sinking of the Titanic in 1912 and a large gallery depicting the “Age of Sail”, the **Alexander Keith's Brewery** tour where actors in period costume lead you back in time to learn about the beer, the brewery and life in Halifax in 1863 and **Canada's Immigration Museum – Pier 21** where you will learn the unique stories of immigration throughout our history, and see tributes to the 1.5 million immigrants, war brides, displaced people, evacuee children and military personnel who passed through Pier 21 from 1928 to 1971, destined for new homes across Canada.

JOINT RESCUE COORDINATION CENTRE – HALIFAX TRAFFIC BUS TOUR

Thursday, October 20th, 9:00 am – 12:45 pm

Talk to the experts who coordinate the **Search and Rescue (SAR)** response to air and marine incidents within the Halifax Search and Rescue Region in Eastern Canada which includes all of Newfoundland and Labrador, Prince Edward Island, New Brunswick, Nova Scotia, the eastern half of Quebec, and the southern half of Baffin Island, and measures 4.7 million square km of which approximately 80% is water and then visit **Halifax Traffic**, a branch of Marine Communications and Traffic Services of the Canadian Coast Guard, where you will learn how all marine traffic is monitored in Canadian waters, and view the traffic in Halifax Harbour and approaches at the time of our visit.

PEGGY'S COVE – LUNENBURG BUS TOUR

Friday, October 21st, 8:30 am – 5:00 pm

Travel by motor coach to two popular locations in “Canada's Ocean Playground”. First **Peggy's Cove**, tucked into the granite rocks of the Nova Scotia coast and noted for its famous lighthouse, a beacon for sailors since 1914. Then on to the **Town of Lunenburg**, designated as a UNESCO World Heritage Site in 1995 and located on the western shore of Mahone Bay. Lunenburg is known for its shipbuilding and is the birthplace and home port of the famous Bluenose and Bluenose II, the schooner depicted on the Canadian dime. Lunch in Lunenburg then visit the Fisheries Museum of the Atlantic. This museum commemorates the fishing heritage of the Atlantic Coast of Canada and was recently named one of the top 1000 best places to see in the USA and Canada before you die. Housed in brightly painted red buildings, with floating vessels at wharf side, the Museum includes an extensive aquarium and exhibits. Explore the Lunenburg waterfront before returning to Halifax.

HALIFAX HARBOUR CRUISE

Saturday, October 22nd, 2:15 pm departure to 4:30 pm

View historic Halifax Harbour by water. Board the tour boat a short walk along the boardwalk from the Marriott. You will view the navy dockyard, Coast Guard base, downtown Halifax and Dartmouth, cruise under the cross-harbour bridges and past Point Pleasant Park at the tip of the Halifax Peninsula, travel up the North West Arm, home to the Royal Nova Scotia Yacht Squadron and Armdale Yacht Club to view some of the finest real estate in the city.



AGM Halifax

October 19–23, 2011

CPS-ECP Conference 2011, 26 Golden Gate Court, Toronto, ON M1P 3A5

All fields are required

First Name _____ Last Name _____ Grade _____
 Guest's First Name _____ Last Name _____ Grade _____
 Address _____ City _____ Province _____
 Postal Code _____ Tel _____ E-mail _____
 Squadron _____ District _____
 Member no. _____ Officer Position _____
 Is this your first national conference? Yes

Full Conference Meal Package

includes Friday Theme Dinner & Dance, Saturday AGM Lunch and the Chief Commander's Gala Dinner & Dance

_____ x **\$220***/245 = \$ _____

IF YOU OR YOUR GUEST DO NOT ATTEND ALL CONFERENCE MEAL EVENTS, BOOK SEPARATE MEALS BELOW

Individual Conference Meals

Friday Night Dinner & Entertainment **Atlantic Kitchen Party** _____ x **\$85***/90 = \$ _____
 Saturday AGM Luncheon _____ x **\$45***/50 = \$ _____
 Chief Commander's Gala Dinner & Dance _____ x **\$100***/115 = \$ _____

Thursday Excursions

Waterfront Museums Walking Tour (0930 - 1700) _____ x \$35 = \$ _____
JRCC/Halifax Traffic Bus Tour (0900 - 1245) _____ x \$25 = \$ _____

Friday Excursion

Peggy's Cove/Lunenburg Bus Tour (0830 - 1700) _____ x \$75 = \$ _____

Saturday Excursion

Halifax Harbour Cruise (1415 - 1630) _____ x \$25 = \$ _____

***early registration rates apply if received on or before September 9, 2011** Total: \$ _____

PAYMENT

Cheque Make cheque payable to **CPS-ECP Conference 2011**. Post-dated cheques will not be accepted.
 Mastercard VISA Card no. _____ Expiry Date (mm/yy) _____
 Name on card _____ Signature _____
 Dietary restrictions, physical, or other requirements: _____

* After September 9, higher registration rates will apply. National Officers who have their hotel accommodations paid by CPS must make their reservations directly with CPS Headquarters after receiving the notice in June 2011.

Cancellation Policy:

Cancellations on or before September 9, 2011 are accepted with no penalty. From September 10, 2011, all cancellations are subject to a \$35 administration fee per person. After October 12 2011, cancellations will be partly refunded only if other conference participants register to take your places.

All Officers and members are encouraged to attend the Seminars, Presentations and Annual General Meeting at no cost. Register to have access to the conference area.



AGM Competitions Entry Form

2011 Conference Competitions Committee | c/o 14 Armshore Drive, Halifax, NS B3M 1N5 | dewwhite@eastlink.ca

Name: _____

Entry will be shipped

Brought with you or representative

Address: _____

_____ Squadron: _____

Note Division and provide a brief description of your entry.

Division 1: Training Aids _____

Division 2: Navigational Aids _____

Division 3: Crafts _____

Section A: General Crafts Section B: Presentations

Division 4: Scrapbooks _____

Division 5: Publications _____

Section A: Newsletters Section B: Stories, Poems and Narratives

Division 6: Visual Arts _____

Section A: Photography Section B: Painting and Drawing Section C: Sculpture

Division 7: New Media _____

Section A: Best of the Web within the WEB Portal Program* Section B: Best of the Web outside the WEB Portal Program*
 Section C: Digital Art Section D: Digital Presentations Section E: Digital Photography

Division 8: Environment _____

Please do not ship anything before September 1, 2011.

Mailed entry forms and shipped entries (to be received no later than October 1, 2011) should be sent to:

Dan White
 c/o 14 Armshore Drive
 Halifax, NS B3M 1N5
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* Entries for web sites must be made via an online entry form. The cut-off dates for entries are September 9, 2011. Sites will be captured and judged, as they exist on that date. Changes made to the site after September 9, 2011 will not be recognized.

For a complete set of rules, go to <http://agm2011.cps Halifax.ca/>

We are looking for talented boaters to submit their best nautical works for the Halifax 2011 National Conference Competitions. All Districts, Squadrons and members are invited to participate in the competitions. To register,

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Mar II, Halifax Harbour, Nova Scotia
Photo: Destination Halifax

Yacht Tenders

NEW YAMAHA WAVERUNNERS FOR 2011



WE ARE SEEING more and more big boats carrying a personal watercraft instead of a dinghy or a RIB (rigid hull inflatable boat). Is a watercraft practical? Is it economical? And, what are the benefits?

We spent the day sampling a group of Yamaha's newest WaveRunner models to see what they offered and also to consider how practical it might be to have one of these instead of a dinghy or inflatable.

In a recent media presentation by Yamaha, we learned that while there are both two- and three-passenger watercraft models, three passenger versions are 93% of the Canadian market.

Personal watercraft are generally 10 to 11 feet in length on a 4-foot beam, weighing approximately 700-800 lbs. If we compare that to a similar size inflatable with a 40 hp outboard, the personal watercraft is probably about 150 lbs. more. The weight difference is partly the all-fiberglass construction and partly the engine which is typically much more powerful than a 40 hp.

By Andy Adams

Transport Canada safety regulations require both a driver and a watcher in order to tow a person on a tube, a water-skier or wakeboarder; there also must be a place for the skier to ride onboard the boat for safety reasons. You cannot tow with a two-person personal watercraft (or any other two passenger boat) unless there's room to bring a skier on board. So a three-passenger watercraft like the WaveRunner VX is legal for waterskiing and it certainly has the performance!

The VX was one of two new WaveRunner models that Yamaha introduced for the 2011 model year: the VX and the VXR, both with big engines but value pricing. (Incidentally, these machines can be serviced or get warranty coverage at any of the 285 Yamaha dealerships across Canada which is a worthwhile consideration when cruising with your boat.)

If you have never driven a personal

Maybe the photograph conveys how cold it was that day, but not many other people would want to be out boating! In spite of that, with a Yamaha wetsuit and life jacket over my bathing suit, I was warm, dry and having a blast!

watercraft (and many yacht owners have not), it's actually pretty easy. At rest, beside a dock or swim platform boat, these three-seat models are stable enough for even a large person to step on board on one side.

Everyone onboard a watercraft must wear an approved personal flotation device (PFD); eye protection is certainly a good idea! Wear a pair of polycarbonate unbreakable sunglasses or goggles just in case you encounter a bug in the air. Compared to an open dinghy or inflatable, you can stay just as dry and comfortable on a personal watercraft except that the watercraft has side foot wells that can take on water as you board, so wear sandals or go barefoot and put your shoes in the storage compartment.

Most watercraft have a storage space up front as well as a glove box for small-



In today's marketplace, almost every personal watercraft is now a three-seater. It's not just a practical choice; it's essential if you're going to tow a water skier or wake boarder; there has to be a space to bring that third person on board.



OK, these guys make it look easy! Whether you can ride like this or not, a Yamaha WaveRunner has the power to tow a skier or a boarder and that really adds to their appeal as a yacht tender.

er items that you want to keep dry, but none are designed to carry the bags of groceries or duffle bags that many dinghies can.

What you do get in the new Yamaha VX WaveRunner is a four-stroke Yamaha marine engine with electronic fuel injection that starts almost instantly. The boat also has a neutral feature. Release that and the machine begins to idle along at 2 mph. These are very high revving engines designed for jet pump propulsion and there's no spinning propeller in the water to pose a safety risk. Also, personal watercraft draw very little water so you can get right into shore and even beach quite easily.

What propels all personal watercraft is a high-pressure stream of water driven through a jet nozzle, so it's easy to understand that the faster it goes the more effective it gets. Understanding this, Yamaha has built an amazingly smooth high revving engine. It takes between 5000 and 6000 rpm to plane off the VX WaveRunner and hold a cruising speed but from there, it gains speed fast.

Just pull the finger-trigger throttle and the VX accelerates with real determination, easily pulling a skier up from a deepwater start. With the engine turning 6000 rpm, the VX is cruising at 30 mph; we saw a top speed of 52 mph at an indicated 7000 rpm. This is breathtakingly

fast and a real thrill.

The appeal is easy to see; even a novice rider can get on, go places at an impressive rate of speed, pull a tube or a skier, take three people in to shore or off visiting other boats at the anchorage and the VX Sport model does it all for a mere \$10,395 base price. For under \$12,000, you can move up to the VX Deluxe or Cruiser models which add features like a reverse and a fold-down stern step that makes it easier to get on board from the water. We think that's an important benefit.

All VX models have responsive handling and can handle surprisingly big waves. Lots of people run them in offshore ocean conditions; a WaveRunner is a remarkably seaworthy craft.

To accommodate novice riders, Yamaha has a feature called "Low RPM Mode" which reduces the engine thrust and speed so the novice rider can get on and ride easily, and at speeds that are easier to handle. They can still go wide open; it's just not as fast. You don't even need to tell the person that the machine is in Low RPM Mode. You can switch it with a remote control.

Even Yamaha's top-of-the-line, high-performance WaveRunner, the FZR has a Low RPM Mode. That way, a family can keep a young person or weekend guests traveling at more reasonable speeds while dad can switch it back to full

power for experienced riders. The FZR has a supercharged 1802 Yamaha marine engine and all of the top features including a modified hull design that can best handle high speeds and challenging conditions.

How fast does an FZR go? The supercharged FZR has simply stupefying acceleration. You can barely hang on under full power and from a standing start, in about 4 seconds the FZR blasts past 60 miles an hour on its way to a 65 mph plus top speed.

We can certainly understand the safety benefits that a yacht owner gets by having an inflatable or a dinghy, but the performance and fun factor of a personal watercraft like a Yamaha WaveRunner makes them a very desirable choice, especially if you have an inflatable life raft for emergency use anyway (and we think you should – see page 82 in this issue).

While a dinghy can carry more cargo, your Yamaha WaveRunner can easily tow skiers, cover long distances fast, cruise slowly through the shallows, even take you fishing and – by the way – provide you with an exciting physical workout if you feel like riding it hard.

Check out the bargain priced VX models as well as the rest of the Yamaha WaveRunner line this spring.

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It's Spring – Make a list!

By Glen Cairns

THE SUN IS actually giving off heat and the spring melt has finally started. Now it's off to the boatyard to check on the boat. Perhaps it's the elation Canadians feel at the end of winter, but every spring boats get launched only to reveal problems large and small that will plague the owner over the summer, delay the boating season, or worse yet, the boat just heads straight to the bottom, all for the lack of a proper check-up before launch.

Aircraft pilots always use checklists; even the most experienced person can overlook something and in the case of an airplane, it can have deadly consequences. While getting a call from the marina that your boat is on the bottom may not be life threatening, it is, none the less, a very big disappointment, to say nothing of potentially very expensive.

While this list is just a general outline, you can develop a checklist specific to your boat and have the peace of mind that at least the most obvious problems have been addressed.

Hopefully the hull was properly cleaned on haul-out!

HULL INSPECTION

1. Inspect the hull for stress cracks or distortion. These can be caused over the winter by improper placement of jack stands, or by the hull not sitting in the correct position on the cradle. Look carefully for any signs of blistering due to water absorption.
2. Replace anodes if they are more than 33% oxidized.
3. Clean and inspect prop(s) and shaft(s) for dings, pitting and distortion



Follow a comprehensive checklist to make sure this does not happen to you.

4. Move the rudder to be sure the shaft is free and not bent. Lubricate.
5. Check all intake strainers (especially the engine) to be sure they are clean and free from debris.
6. Be sure the depth sounder transducer is clear and be careful not to get anti-fouling on it. The same goes for knot log impellers.

7. If a bow thruster is fitted, make sure the tunnel and propeller are clear and replace the zincs.

DECK INSPECTION

1. Look for stress cracking, especially around stanchions and cleats.
2. Make sure the cockpit drains are clear of leaves, etc.
3. Check that the helm is operating smoothly.
4. Make sure the anchor windlass is operating properly and inspect ground tackle.

ESPECIALLY FOR SAILBOATS

1. Carefully clean the mast. Make sure not to use any harsh chemicals which can damage the aluminum.
2. Inspect the spars for cracks and check fittings, tangs, etc.



We are saying you should replace anodes if they are more than 33% oxidized. Does this one pass? Why not just replace it and know you are protected?

3. Check winches; clean and lubricate as needed.
4. Check wire halyards and standing rigging for deterioration. The most common sign of wear is small wire ends or "fishhooks".
5. Clean and lubricate the turnbuckles.
6. Take a careful look at the chain plates for any sign of movement as this can cause serious damage. Leaking or cracks in the fiberglass means that the chain plate should be removed and reinstalled.
6. The stuffing box should be checked and repacked as needed. It should only drip a bit when the shaft is turning.
7. Check the galley stove and propane tank fittings.
8. Make sure the bilge pump is operating and that the float switch is in good condition and clear of any obstructions.
9. Be sure the toilet hose fittings are properly connected and the intake and discharge lines are clear. The same goes for the holding tank. While you are in the head, make sure the shower drain is not clogged.

DOWN BELOW

1. The first thing to do on entering the boat is to check the bilge. If it is full of water, you'll be needing a longer checklist. Look around for obvious signs of leakage around windows, hatches or more seriously around thru-deck fittings or chain plates. If the boat was too tightly wrapped, condensation can cause a surprising amount of water to collect. Taking a hose to the deck will show up any problems in short order.
2. Hopefully you removed the cushions and other odds and sods and left lockers open and ventilated. Clean inside lockers, always checking for any signs of leaking or movement.
3. Remove all floorboards and inspect, clean and lubricate seacocks.
4. Check all hoses for missing, loose or deteriorated hose clamps. All hoses below the waterline should be double clamped. Make sure to use proper stainless steel clamps. Also check the hoses themselves for any deterioration as they can become stiff and cracked with age.
5. Inspect the sea water strainers for damage. Freezing can cause the bowls to crack if they were not properly winterized.



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10. Give the bilge a good scrub with a disinfectant cleaner. On a hot summer day, you'll be glad you did.

ENGINE OUTDRIVES AND OUTBOARDS

1. Inspect rubber outdrive bellows for cracks, or other damage.

2. Check power steering and power trim oil levels.

3. Replace all anodes with fresh zincs or magnesium anodes for freshwater.

4. Check the control cables for cracks or distortion.

ENGINE AND FUEL SYSTEMS

1. Inspect fuel lines, including vent hoses for softness, brittleness or cracking.
2. Inspect fuel tanks, fuel pumps and filters for leaks. Make sure the clamps are tight and in good condition.
3. Clean or replace fuel filters.
4. Clean and tighten electrical connections, especially both ends of the heavy battery cables.
5. Check battery water levels.
6. Check the bilge blower and blower hose. The lightweight hose is easily damaged by chafe, etc.

TRAILERS

1. Inspect tires for wear. Check air pressure and don't forget the spare. And check wheel lug nuts to be sure they are properly tightened. Loosing a wheel while towing can ruin your day!
2. Also make sure bearings are greased.
3. Make sure lights are working.
4. Check the frame for rust, cracks or distortion.
5. Check brakes and brake fluid level.

SAFETY

1. Check the expiration dates on your flares (they should not have been stored aboard as condensation can cause deterioration).
2. Check the expiration dates on your fire extinguisher(s).
3. Inspect the dock and anchor lines for wear.
4. Check shore power cables and connections; any sign of heat damage means they should be replaced.
5. Make sure the boat's license and registration are up to date and be sure the inspection sticker is up to date.
6. Check lifejackets for excessive wear, broken straps, etc.

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Clean and inspect props and shafts for dings, pitting and distortion. This cruiser has a strut plus a whip strut for the long shaft. Even a slight bend will set up damaging vibration.

7. Make sure smoke, fume, carbon monoxide and bilge alarms are working properly.
8. Fenders should be inflated and checked for leaks.
9. Check your insurance against your summer plans to be sure you are properly covered. **Most marinas now require proof of insurance and a minimum amount of liability coverage.**

LAUNCH

1. If the boat has one, make sure the stern drain plug is installed. Perhaps this should be in large red letters. I have seen too many boats end up half-swamped for the lack of this seemingly obvious item.
2. As soon as you're afloat check below for any signs of leaking at thru-hulls, shaft, etc.

Much of what is listed above can and should be done at haul-out so proper repairs can be made. Boat yards are usually overwhelmed with work in spring so even simple repairs may cause serious delay and expense.

LISTS ARE GOOD

Some years ago one of the large English Channel ferries came to grief because she headed to sea and someone forgot to close the huge bow door! 193 people died. So it's not just about "senior moments", anyone can overlook the obvious. A good idea is to develop a checklist for the all various operations of your boat. Prelaunch, launch, start-up, cruise, etc. These can be kept brief and on handy cards: a pre-startup list by the helm for example. It will make for a much more relaxing summer on the water and avoid some potentially embarrassing and expensive moments. 🙌



Is this prop going to perform properly this summer? Possible bends and ragged edges will result in a performance and economy loss. It can be checked, trued up and repaired inexpensively.



As boats age and get worked on, nuts get rounded off and fittings come loose. This fuel fitting was slowly dripping gasoline into the bilge. It should be replaced.



ATTENTION BOATERS: THERE ARE CHANGES IN APPLYING FOR A PLEASURE CRAFT LICENCE

Did you know that any pleasure craft powered by 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 quickly identify your boat in the event of an emergency.

Since **November 1, 2010**, to get your free pleasure craft licence, you must **mail** the following documents to the Pleasure Craft Processing 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.

To learn more about pleasure craft licensing, visit Transport Canada's Office of Boating Safety at www.boatingsafety.gc.ca, or call the Boating Safety InfoLine at 1-800-267-6687.

AVIS AUX PLAISANCIERS : IL Y A DES CHANGEMENTS CONCERNANT L'OBTENTION D'UN PERMIS D'EMBARCATION DE PLAISANCE

Saviez-vous qu'il faut détenir un permis pour toute embarcation de plaisance à puissance égale ou supérieure à 10 hp (7,5 kW)? Un permis d'embarcation de plaisance permet au personnel de recherche et de sauvetage et à d'autres organismes d'identifier rapidement votre embarcation en cas d'urgence.

Pour obtenir gratuitement un permis d'embarcation de plaisance, vous devez, depuis le **1^{er} novembre 2010**, faire parvenir **par courrier** les documents suivants au Centre de traitement des permis d'embarcation de plaisance :

1. un formulaire dûment rempli;
2. un document prouvant que vous êtes le propriétaire de l'embarcation;
3. une copie signée d'une pièce d'identité valide délivrée par un gouvernement (autres renseignements disponibles dans le formulaire).

Les formulaires sont disponibles en ligne au www.securitenautique.gc.ca. Vous pouvez aussi en obtenir une copie à votre **Centre Service Canada** local. Pour savoir où il se trouve, consultez le www.servicecanada.gc.ca.

Pour en savoir plus au sujet des permis d'embarcation de plaisance, consultez le Bureau de la sécurité nautique de Transports Canada au www.securitenautique.gc.ca ou composez le numéro du service de renseignements téléphoniques sur la sécurité nautique, 1-800-267-6687.

An Olympic Nightmare Unfolds

IT'S NOT JUST A CLASSES' DEBATE

By John Kerr and Hans Fogh

IT'S NOT ONLY the classes, it's the courses too!

The International Sailing Federation's (ISAF) recent decision to change up the classes and events for the upcoming 2016 Olympics has brought a wave of controversy across sailors everywhere. It's not just a classes' debate, it's a courses debate too!

When they concluded their annual meeting in Athens, Greece in November, the Council voted in favour of the Events Committee's provisional events slate for the 2016 Olympic Sailing Competition.

While this is a provisional list of events and subject to final confirmation in the ISAF May 2011 mid-year meeting, it shows the changes afoot in Olympic sail-



ing that removes the Star boat in favour of a two-person mixed multi-hull. Other changes include a two-person dinghy (skiff) for women rather than the 470, and revising the 470 for men and women to be a mixed class.

Is this a brilliant move or a stupid mistake?

When we look at this turn of events, we begin to ask our self the age old question: Aren't the Olympic Games supposed to represent the sport? Aren't they supposed to have the best athletes represented at the sport venue that arguably gets the most coverage globally than anything else? What were they thinking?

Seduced by the opportunity to garner TV and Internet broadcasting through the excitement of 'crash and burn' racing they appear – in our eyes – to have failed our sport miserably.

Imagine today's reality: if you weigh over 80 kg. you can no longer compete.

Can you imagine taking a class out like the Star? Just think about the Olympics without a boat that has had more world champions than any other class. Simply put, the Olympics are the pinnacle of our sport. We claw and scratch our way through event after event to get there. The talent development is deep and wide. Think of an Olympics without the likes of MacDonald and Wolfs, or Connors or Elvström. What's wrong with being 20

Provisional List of Events for 2016

MEN'S

One-person board or kite board men	Equipment to be determined
One-person dinghy men	Laser Standard
One-person dinghy men	Finn
Two-person dinghy (skiff) men	49er

WOMEN'S

One-person board or kite board women	Equipment to be determined
One-person dinghy women	Laser Radial
Two-person dinghy (skiff) women	Equipment to be determined
Three-person keelboat women (match or fleet race not decided)	Elliott 6m

MIXED

Two person mixed multihull	Equipment to be determined
Two person mixed dinghy with spinnaker	470

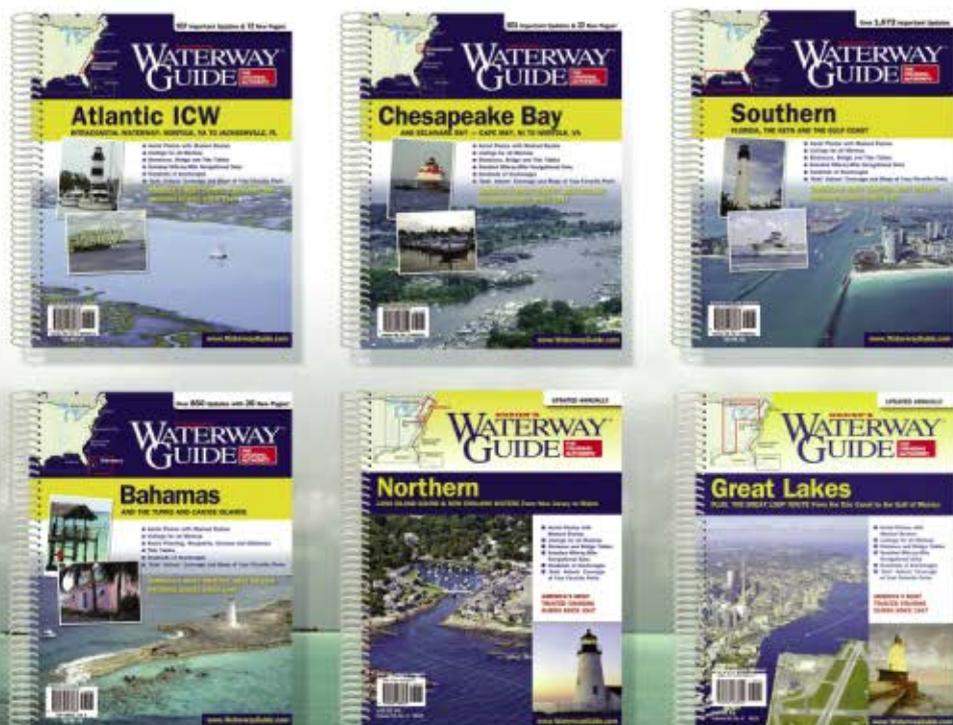
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when you first compete and 50 when you last compete?

You want the best sailors in the world to compete. You want the experience and tenure. And you want the classes that really build sailing globally. All over the world, sailors of varying ages and experiences build four-year programs for the Olympics; they race and compete, learn and drive off one another. Limiting the scope of the Olympic regatta will cut that talent and development pool dramatically.

The Flying Dutchmen, Soling and Star boats have been abandoned by ISAF over the years but it is these classes that extended great sailing careers over decades. The records set by Elvström and Fogh and Bastet will never be repeated. Depth in sailing internationally will be severely damaged and the traditions of the sport cast aside.

The reality of sailing is counter to swimming. Sailors are older; a swimmer's prime is 18. The new classes, by their very nature, favour light crew and therefore younger sailors. With this formula, after only two years out of a junior sailing program, sailors must compete in this high-pressure packed environment. Having barely started their competitive careers, they are going to the Games. It just doesn't make sense. The maturing of sailors is greatest between the ages of 20 and 30. Sadly for many, weight and body shifts happen too. Sailing participation is being limited by a class choice that forces the wrong dynamic: eliminating keel boats from this sport totally misses the mark. What's wrong with progression from Lasers to Stars? With this new roster, all we are doing is taking what is now already a smaller pack of talent (as a result of the 80 kg. rule) and diluting the talent pool we now have.

The reality for sailing is that it is not a TV spectator type sport and never will be.

The Star is one of the most prolific keel-boats in the world for a reason: it is an incredible boat to sail. Designed in 1911 by Francis Sweisguth, it has proven to be a classic in every sense. It is the oldest Olympic class, having first been used in competition in 1932, and still at the heart of that competition today. Supported by a worldwide association the Star as a class is one of the best organized in sailing, with over 7,500 yachts built over its 80-year history, and 2000-plus actively racing today.



The theory that changing classes will make it more viewing friendly is a travesty. Why change it so radically?

What these guys (the ISAF) forget is the dream of participating in the Olympics. The desire to reach that podium is a powerful one. It drives athletes to participate throughout their lives (not for a limited time). This combined with the ability to progress through various classes enables them to mature both personally and as a competitive sailor.

With these new recommendations, the desire to reach the podium has indeed been deflated. Less options, less time, and less ability to grow, less chances to win. If ISAF was truly serious about growing the sport of sailing, this decision certainly does not reflect that.

The argument that the Star or Soling is old is irrelevant because the Olympics are supposed to be a strict One Design competition between mature experienced sailors. What about the 100 plus boat fleets that we still see in the Star class? We sure hope we don't see that number dwindle...but we will.

Is ISAF supporting the future growth of sailing? We say no. Once these younger sailors compete they will, with few exceptions, sail only one Olympic games. With this limited participation by any one sailor, we have lost the ability to leverage the experience, the recognition, the

heroes and the prestige we once had.

The older and larger sailors will now go professional; they will leave one design and the innovation in techniques and talent will be lost. If ISAF thinks they can grow sailing by their move they are wrong. The older and even larger sailors will leave to play golf as there is little incentive now save the professional track.

THE COURSE DEBATE

But it's not only the classes that have sailors debating and barking mad, it's the courses, too. Simple windward and leeward leg races that take 15 minutes to sail are perfect for frostbiting but clearly don't nurture the dynamics of real sailboat racing that demands patience and tactics. Is it better to default to a windsurfer mindset for all classes? We don't agree. This new direction promotes 'the first shift wins' mindset – boring to watch – boring to compete in – and providing no dramatic finishes we have witnessed and applauded over the years.

The small courses have effected everything we think of now and makes us default to boat speed first and foremost. No more winning from the back of the fleet, no more contact then attack sailing.

A sports federation's underlying goal is to increase participation at all levels, isn't it? We applaud the mindset of the Canadian Yachting Association's new mantra "Sail to Win, Sail for Life". CYA has got it right and is building the programs to support it. Too bad for ISAF that their moniker is in danger of being reworked to be: "Sail To Win Once, Golf for Life".

Hans Fogh and John Kerr sailed together winning numerous European, North American titles and together with Steve Calder won a bronze medal for Canada in Los Angeles in 1984!

CYA: Working for You

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

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- club • provincial sailing association • Olympic sailing team manager
- international sailing representative

Explore the full scope of CYA activities at www.sailing.ca



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CYA Celebrates Its 2010 Sailors of the Year

at the First Annual Rolex Gala

ROLEX SAILOR OF THE YEAR



The Rolex Sailor of the Year Award, CYA's most prestigious award, is presented annually to a Canadian sailor for bringing recognition to Canadian sailing and the Canadian Yachting Association (CYA).

The award was first presented in 1986 to America's Cup supporter Paul Phelan, who successfully organized a merger between Canada's top 12-meter syndicates.

Fred Eaton is not just a very accomplished sailor. You can add designer, builder, engineer, entrepreneur, philanthropist and an all round good guy to his long list of accomplishments. Already a winner of the 2009 C-class World Championship, the work of Fred and his team was recognized by America's Cup winners BMW/Oracle and helped them with both wing development and how to sail it. Fred is this year's recipient of the Rolex award for his win in the 2010

C-class Championship, beating current America's Cup winning helm James Spithill in the process. In contrast to the secrecy that surrounds the America's Cup, C-class Catamaran designers and builders share almost everything in public forum and debate. Fred takes sportsmanship to levels that we all aspire to, from helping the British team with shipping to providing boats for his competitors. Fred is a very low-key guy who goes of his way to help people and doesn't want any recognition for it.

CYA'S MALE ATHLETE OF THE YEAR 2010



Paul Tingley, double paralympian medalist, continued his winning ways in 2010 culminating in the winning of the 2010 2.4m R Open Worlds in Holland. Paul also finished the season 2nd in the ISAF World Cup rankings, having won both Sail Melbourne and the Miami Olympic Classes regattas. Paul's nomination referred extensively to his role as an ambassador for the sport of sailing not-

ing his eagerness to help support events whether it is the Able Sail Awareness Clinic held here, the Taste of Gold Fundraising dinner, or the Able Sail Kingston fundraising event.

CYA'S VOLUNTEER OF THE YEAR



Tim Irwin presenting to Mike Heseltine at the Rolex Awards Gala.

Mike Heseltine has been an active sailor and racer since the 1960s and a Race Officer at the Prince Albert Sailing Club in Saskatchewan since the 1980s. Since 2002 Mike Heseltine has volunteered to run 43 regattas. He has been involved with 4 CYA Sail West's, 2 Canada Games, and 2 Western Canada Games/Westerns. Mike become educated, trained and ultimately certified as a CYA Race Officer Level 3. Mike Heseltine has also been a boat builder, a past executive member of the PA Sailing Club, President with Saskatchewan Sailing Clubs Association, as well as holding many other positions on the Provincial executive.

CYA'S COACH OF THE YEAR



Alan Lombard presenting to Rob Douglas at the Rolex Awards Gala.

Rob Douglas has made a huge impact in sailing throughout BC and Canada over the past ten years. He has coached National Optimist Teams, Sail West, individual National Sailing Team Athletes, and has been heavily involved with program development. He designed the BC

Mobile Optimist School Business Model and program, he re-tooled the Royal Vancouver Optimist Team, and he helped renew and improve the way BC delivers the Learn to Sail Instructor Courses.

CYA'S GERRY ROUFS AWARD

Gerry Roufs was the internationally renowned Canadian sailor and single-handed offshore racer who was lost at sea while taking part in the 1996 Vendee Globe Race. CYA instituted the Gerry Roufs award in his memory to recognize achievements in offshore sailing. **Richard Oland** has been a competitive sailor from his youth, working his way through Cadet, Flying Junior, Hornet, and Etchell classes. In 2009, he entered the IRC 52 foot class achieving success almost immediately. In 2010, Richard campaigned Vela Veloce, his Southern Cross 52 in the Caribbean, US East Coast and



Gary Jobson presenting to Richard Oland at the Rolex Awards Gala.

Mid-Atlantic. In addition to winning the 2010 Rolex US IRC National Champion at the New York Yacht Club, Vela Veloce won the 2010 US IRC Gulf Stream Series, which comprises 19 events throughout the year. ↗

For a complete list of winners, go to: www.sailing.ca.



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Liferafts For Coastal Waters

DO YOU REALLY NEED ONE?

By Glen Cairns

DO YOU really need a liferaft? Well, if you are out in water over your head, you certainly should consider having some alternative to your boat! Many small cruisers and sailboats do not even carry a dinghy, or if they do, it is stored in such a way as to be useless in most “abandon ship” situations. On striking an object, a boat can fill and sink in just a few minutes. Fire is another very real risk on a small boat. Do you have an “abandon ship” plan?

Here is an example of a basic coastal style raft being boarded under the least likely conditions. Photo courtesy of DSS Marine.



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- Type of use ; sailing/ cruising, high speed powerboat, trailer boat?
- Research the product, is it a reputable product with a track record of performance and is it backed by a paint manufacturer with technical information and service?
- Review the product attributes, look for added value, for example resin technology that control the release of active ingredient (copper) to get a longer lasting paint, or perhaps you’re looking for the smoothest product so you can save some dollars on the fuel consumption?

Whatever the most important criteria may be for you, we all know that the ultimate result we all want is a clean hull. We’d rather spend the beautiful spring or summer days boating rather than painting, right?

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Ideal for coastal boaters, the Revere Coastal Compact™ liferaft bridges the gap between the lifejacket and a full-feature liferaft. Starting at \$999.00, the lightweight, compact and affordably priced Revere Coastal Compact fits and fills an important need. This high-visibility yellow polyurethane coated nylon liferaft adds ballast pockets for stability, a water activated locator light, a sea anchor and a top-off pump. The CO₂ inflation system quickly deploys the raft with pull-ring ease in about 25 seconds.



Since the point of this article is to consider whether or not you should invest in a liferaft, I'll concentrate on coastal and small vessels rafts. If you are planning an offshore passage and aren't absolutely certain you need a liferaft, I'd suggest you just stay at home.

HOW FAR CAN YOU SWIM? IN COLD WATER?

On September 4th of this year, hurricane Earl made land-fall near Halifax; there was one fatality. A marine business owner having secured a boat on its mooring decided to swim the short distance to shore. The water was choppy but not particularly cold (at least by Nova Scotia standards), yet after a short time he was seen from shore to be experiencing difficulty and sadly drowned before anyone could get to him. In this case he shared some aspects typical of people who suffer "swimming failure": he was healthy, a good swimmer and close to shore.

The waters of the Great Lakes, particularly the popular boating areas of Lake Huron and Lake Ontario warm up to reasonable temperatures during the summer months, but at the beginning of the season, while the air may be warm and inviting, the water is still very cold. In spite of the risk, people confidently venture into deep water in small craft, often without even a dinghy on board. According to Transport Canada (1), a lightly dressed person will last one hour in 5°C, two hours in 10°C and six hours in 15°C and that's assuming you can stay afloat.

Long thought to be the "just a requirement of offshore sailors", a modern liferaft is really a basic piece of safety equipment.

The technology of liferaft design and construction is constantly evolving and there are a number of places to review the relative merits of different designs vis à vis ballast, drogues, etc. However, the main consideration for a

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Rated the number one inshore raft in its class by Powerboat Reports, the WINSLOW® RescueRaft™ is an extremely light safety survival product with a minimal weight and pack size. The RescueRaft™ is

ideal for day cruising and fishing on lakes or bays. While not intended to be used as a life raft in offshore or coastal situations, the RescueRaft™ provides a means of getting survivors off the sinking boat and keeping them out of the water to help prevent hypothermia and drowning and making survivors more visible to Search and Rescue while waiting for help to arrive.

smaller inshore craft is more likely storage and cost. The fully S.O.L.A.S. – Safety of Life at Sea (2) – compliant liferaft is a heavy and bulky thing. Too often, they are stored in a manner that would make launching difficult or even impossible in some extreme situations. There is no doubt that the offshore raft is the best survival option and if you have the space and don't mind the cost, there is no reason not to have the best.

However if space and cost are a factor,

for the summer and an open raft, while it is better than nothing, will still leave the occupants exposed to wind and waves. Hypothermia becomes a very real concern. In warmer inshore waters, however, an open raft may do the trick.

There continues to be much discussion as to the merits of different liferaft designs. The main differences are over the proper amount of ballast. Water ballast is held in bags below the raft and a heavily ballasted boat will resist capsize and

as they are for most people, then we should look at some of the basic coastal rafts and what they do offer. Here again the location and length of your boating season are major factors. On the east and west coast, the waters stay cool to cold

excessive drift, but in extreme conditions may be damaged by their inability to slide away from the wave face. Lighter-ballasted boats are therefore more prone to capsize. In the waters we are concerned with here, it is likely one would choose a coastal style raft and most of these have little ballast.

The most basic raft is usually open with a single tube. The "Coastal Compact" from Revere is an example of the simplest style raft. Revere also offers the "Coastal Elite" with a small canopy. Winslow Liferaft Company makes an extensive range of serious offshore rafts; however they also offer their "RescueRaft™" and the "DualShore™" with twin tubes. Both of these are open rafts with boarding ladders and optional (but important) 75' trailing/heaving lines. Many companies label their rafts as coastal but there is a wide variation in

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Viking liferafts are found all over the globe – from the arctic to the tropics.



Throw overboard liferafts are designed to be used as independent units or as part of evacuation systems. They can be stored almost anywhere on racks and ramps, saving valuable deck space and causing minimal disruption to sea views which is important for passenger ships.

features and style. While some coastal rafts weigh in at up to 100 lbs., others are as little as 20 lbs. for the most basic model. Compare the specifications and consider just when and how you may need to deploy the raft.

Having a raft is just the first step. The next is locating the raft where it can be easily retrieved and launched. Remember you may have to get the raft overboard in a very short time. Lockers are obviously the worst place, but also consider the style of the boat. A modern express cruiser may have an inviting location on the broad swim platform. However, the boat will most likely sink by the stern and in the event of fire the stern may not be accessible. Go through the liferaft launch scenario and select the safest location, not the most aesthetic. In the case of smaller boats, the valise type containers used on many inshore rafts can be stored below and brought out to the helm area when the boat is offshore.

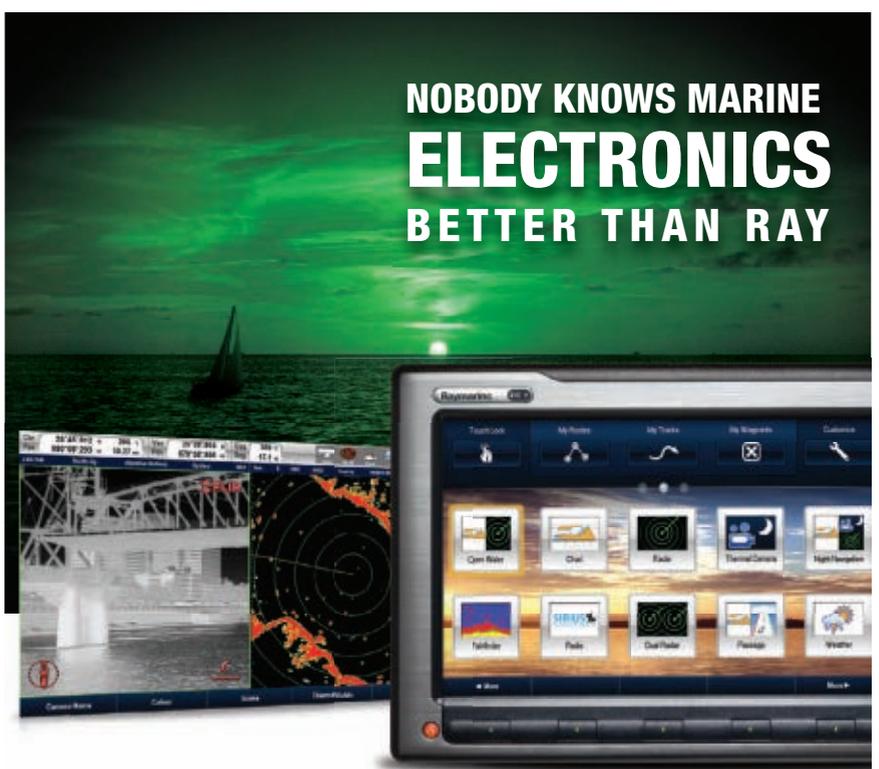
So, do you really need a liferaft? Unless you always operate your boat alone, you are responsible for the lives of friends and family who are aboard.

Shopping for a suitable liferaft is a bit like buying insurance in that we're spending money for something we hope not to need. Boaters will often spend large sums on the latest electronic navigation device yet resist the expense for a potentially lifesaving piece of equipment.

(1) A detailed discussion of the dangers of cold water can be found in a Transport

Canada report "Survival in Cold Waters" TP13822E. You can find it at www.tc.gc.ca

(2) The International Convention for Safety of Life at Sea or S.O.L.A.S. dates back to the Titanic disaster. SOLAS has been updated over the years and is the international standard for offshore commercial safety equipment such as liferafts, lifeboats and lifejackets.



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Add an Isolation Transformer to your Boat

– AND NEVER SWIM IN A MARINA!

By Andy Adams

FIRST, if you just remember one thing from this article, remember - never swim in a marina.

WHY?

Because in a marina, you have people, water and electricity. When everything is working properly, that is a recipe for fun and great times. But, if just one wire chafes through its insulation and shorts to ground, there is the potential for tragedy.

Every boat owner owes it to his boating friends to maintain his boat and to

ensure there are no electrical shorts, but that is difficult. When something goes wrong, we will not necessarily know it and we can experience a tragedy.

On June 27, 2005, Samantha Chipley and her friends Margaret, Susie and Courtney, arrived at the Scott Creek Marina on Cave Run Lake in Eastern Kentucky. The girls were planning on spending the night on a houseboat owned by Susie's father. It was a very hot June afternoon and the four girls jumped into the water.

Although there were "No Swimming" signs that warned of the danger of electrocu-

tion, it was common practice for patrons to swim at the marina. At the time of the incident, Samantha and Margaret were in the water swimming while Susie and Courtney were retrieving inflatable toys from another boat nearby. Samantha tried to climb on a raft with Margaret when she suddenly started jerking in the water. Margaret jumped off the raft to help Samantha and felt a shock go through her entire body.

The other girls were able to pull Margaret to safety, but they watched helplessly as Samantha was shocked for several minutes while she struggled to stay above the water.



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Another boater dove in to save Samantha. He was shocked too and barely escaped with his life. Sadly, Samantha died.

HOW COULD THIS HAPPEN?

The boat's wiring system had lost a ground wire. Stray current was finding a path into the water.

This happened in fresh water. Some people think that fresh water does not conduct electricity the way salt water does. True – fresh water has lower conductivity, however a human body is much more conductive than typical fresh water in a lake or river, so when there is current flowing in fresh water, the person can become the "ground". Salt water or fresh water – you are still at risk of drowning if electrical current is flowing into the water.

Your boat, or your neighbour's boat can be perfectly OK leaving the dock, but

it is possible for a wire to vibrate loose, or to chafe and short as the boat pounds over the waves. A heating element in the hot water tank can bend to touch the tank side. Elements in a heater or toaster can short from a ride in rough water. Any loss of correct wiring can result in current taking a different and potentially dangerous path. Very often, the breaker will not trip, yet the electrical field is now in the water.

Another source of danger is the do-it-yourself boat owners who, without satisfactory levels of technical knowledge, attempts to modify his or her electrical systems, or wire up some new piece of equipment. Incorrectly wiring an appliance, or accidentally driving a screw through a panel and into a wire on the

other side, can reroute the power. The results are the same.

We spoke to Jeff Kaiser, Engineering Manager at Charles Industries, manufacturers of marine electrical systems and components. To help us understand this in simple terms, Jeff explained that first,



Charles Industries is one manufacturer of Isolation Transformers and they offer a selection of models to best serve the power system needs of your particular boat. All Isolation Transformers are both heavy and fairly expensive, so you want the best one for the purpose.



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An Isolation Transformer will electrically isolate the AC shore power from the boat's AC power system. There is no direct electrical connection between earth-grounded shore AC power and the onboard electrical system, greatly reducing the risk of shock as well as electrolysis; the slow but sure corrosion of the metal components.

Ground Fault Effects. At 1 milliamp (ma) a person will feel a tingling sensation. At only 15 ma he or she can experience paralysis and drown. At 60 ma, heart failure is imminent.

The reason we wanted to publish this story at the beginning of the season is because more and more boats are being equipped with air conditioning, TVs and home-sized appliances. Power needs are far higher than for boats built 20 years ago.

Now, let's be very clear. The danger comes when a boat that has experienced a short or fault is connected to shore power. Away from the marina shore power, for example when swimming at an anchorage, you are unlikely to be in any danger because there is no route for

the "earth" and the water can be modeled as a large ground. In the event of an electrical fault on a boat, any conductive component like a prop shaft, a fitting or even a whole metal hull, can become part of the circuit as the electricity searches for a route to ground through the water around the boat. When someone enters

the water near a faulty boat, they too become part of the electrical circuit and can experience electrocution.

In other words, electrical current will form an electrical "pool" around the boat. If a person dives into the electrical pool in the water, they can become the "ground" even without grabbing a metal dock post or another conductive structure.

While investigating this story, we learned that it doesn't take much current to have an effect. We obtained a chart of

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There are also “boosting” Isolation Transformers like the Charles Iso-Boost Automatic Marine Isolation and Boosting Transformer. Where long dock runs can cause voltage drops or fluctuations in the shore power supply, a “boosting” unit provides the benefits of an Isolation Transformer, plus automatically “boosts” low or fluctuating voltages.

the current to find a path to earth. Remember, electricity must have a complete circular path. With shore power, the shore power system is connected to earth. The path is from the power pedestal, through the shore power cord, into the faulty system, out the prop (for example) and completes the route back to earth through the water that may only be a few feet deep in the marina.

Even with your generator running, a faulty system with the metal prop in the water as before, there is only one path to earth, so there is not a complete round trip. The swimmer is in no danger here (at least until the boat reconnects to shore power.)

I’m not trying to scare you into giving up boating! But my goal is to absolutely convince you to never swim where there is shore power.

Next, there are a few easy steps you should take to ensure everyone’s safety.

The American Boat and Yacht Council (ABYC) who sets most of the construction and safety standards for boat builders and repairers, recommends any vessel with shore power connections should have an isolation transformer.

Isolation transformers are available from Charles Industries, Mastervolt, Marinco and others. With an isolation

transformer on your boat, the electrical malfunction no longer creates an electrocution hazard in the water.

As Jeff Kaiser explained it, the power is conducted through a “magnetic field” inside the isolation transformer rather than across a solid wire connection, effectively breaking the dangerous electrical connection through the water to “earth” or ground.

When properly installed, an isolation transformer will electrically isolate the AC shore power from the boat’s AC power system. There is no direct electrical connection between earth-grounded shore AC power and the onboard electrical system. The shore ground is connected to a shield that is wound between the primary (shore) and the secondary (boat) transformer winding. The connection of this grounding wire only to the shield of the transformer “isolates” the boat’s AC electrical system from shore.

This then results in the elimination of in-water shock hazards.

As an added benefit, the nature of an isolation transformer also eliminates the stray galvanic currents from boat to shore that destroy your sacrificial zinc anodes, so your polarity alarms and galvanic isolators are no longer needed.

Then, there is the Charles Iso-Boost

Automatic Marine Isolation and Boosting Transformer. You might prefer one of these because long dock runs can cause voltage drops or fluctuations in the shore power supply that can damage your equipment. A “boosting” unit provides all the magnetic power transfer benefits of an isolation transformer, plus automatically “boosts” low or fluctuating voltages from the dock.

The intended main purpose for an isolation transformer is to provide absolute safety when a fault occurs.

It just makes sense (considering what you have spent on your boat anyway) to add an isolation transformer. Of course, we don’t need to remind you of the value of your friends and loved ones.

That is why we also recommend that all onboard electrical work be carried out by a properly qualified technician. Look for the NMEA Certification at your marina or dealer repair shop.

At the start of every season, replace your zincs. While Jeff Kaiser tells us that with the isolation transformer, the “shore to boat” corrosion is totally eliminated and that can eliminate 80% of your zinc corrosion (for lack of a better word). But, you still need your zincs as 20% of the “boat to boat” corrosion potential is still present and never goes away. These are what the zincs are now protecting. With an isolation transformer, the zincs last longer, but not forever so replace your zincs annually.

A new isolation transformer is a great addition to your boat but we want to leave you with one last reminder – never swim in the marina.

Let There Be Dark!

By Andy Adams

THIS SUMMER stay out longer, go farther, have more fun!

Admit it; by nightfall, nearly every boat is back in its slip at your marina, or yacht club, right?

Even though every summer's day is precious, we want to get back safely and that has always meant before dark. Yet, when you're a boater and the weatherman is promising a fabulous weekend, you're going to want to get out early and stay out as long as you can.

No wonder the buzz is suddenly all around 'night vision.'

The next big thing for pleasure craft and cruising yachtsmen is thermal imaging and night vision. Anyone who has ever tried to get through a channel and into their berth in a marina or yacht club after nightfall knows how valuable it would be to see clearly in the dark.

During the Miami boat show this year, I joined a press group onboard a dinner cruise in darkness around Biscayne Bay. This was sponsored by Raymarine and FLIR to give a real-life demonstration of their thermal night vision equipment. It was an eye-opening experience!

Although we've written about this equipment in very positive terms in the past, it's one of those things that you really have to see to believe. Set up on the back deck of the cruise ship *Caprice*, for our dinner cruise around Biscayne Bay, were several Raymarine and FLIR systems including their affordable hand-held model the First Mate.

Starting just before dusk, we were able to maneuver the cameras to pick



out targets on the water and on shore, seeing first with our own eyes, then trying out the First Mate and finally comparing that to the images on Raymarine E140 display screens.

Even at dusk when we could still see people in the distance walking along the Miami shoreline, they were more clear on the First Mate and very clear on the larger system. Once the sun was fully down, the crew cast off the *Caprice* and we made our way around the bay. This gave us the opportunity to search out many different objects and structures onshore, or to clearly spot the literally dozens of small boats that were zigzagging across the bay in the dark.

These were small fishing vessels scooping up bait fish to sell the next day. They had small nets on spreaders out both sides and they run a pattern around the bay, showing little concern for other vessels.

The night vision systems all provided a great sense of security to actually "see" these vessels clearly as boats, not just as radar 'targets'.

In the recreational marine business, FLIR was the brand that first came to our attention and FLIR, with their huge resources from the company's success in military and law enforcement were able to buy out the Raymarine brand last year – a clear declaration of their belief in the future of the boating market.

Recently, OceanView, another night vision company, announced that their Apollo II night vision camera can now be fully integrated into Furuno's NavNet 3D navigation system. What makes this unique is that OceanView claims this makes the Apollo II the only thermal system that can be managed without an external controller, providing a seamless, complete package. Yacht owners can control their OceanView camera's functions,

Left: Here is the scene on the back deck of the cruise boat Caprice as we toured Biscayne Bay in Miami at night. On the extreme left is Raymarine's E140W widescreen displaying the output from the top of the line FLIR T450 camera. We could see almost nothing in the dark with the naked eye, but the picture on the screen was remarkably clear and offered a wide field of vision. Notice the little yellow First Mate handheld unit on the table. It was there for comparison. The First Mate performed quite well and offers amazing value at about \$3000, retail street price.

such as pan, tilt and zoom through the Furuno system.

The Apollo II is a thermal camera and low-light camera in one unit. Both images can be displayed simultaneously on two displays or on one display with split screen. The Apollo II is the least expensive multiple camera system available in the marketplace and saves more when used with Furuno NavNet 3D because there is no external controller required.

An added benefit is the ability to track

AIS and ARPA targets that is integrated with the OceanView Apollo cameras.

While my Raymarine trip around the Miami harbour provided an example of how thermal imaging and night vision can help you to see your way safely in darkness, I was reminded of a salmon fishing trip I took a couple of years ago on the West Coast. Running out of Victoria on Vancouver Island, we were trolling near a group of other small vessels when a "pea soup" fog rolled in to envelop our boat with shocking speed. All the small vessels around us became invisible even though it was broad daylight. A thermal imaging product like the First Mate could be a lifesaver there.

The thermal imaging technology was largely developed by the American military and it really gained prominence in the days of Desert Storm. You don't need any light to see using a thermal imaging device. These devices can sense infrared



Again at the Miami show, OceanView showed their Apollo II system feeding its output to a Furuno NavNet 3D display screen. The split image allows a chart display on the left, the lowlight camera feed on the lower right and the thermal image feed on the upper right.

[heat] energy which is then processed to produce an image. It seems incredible that all kinds of items can actually be detected by these thermal sensors. Even trees, rocks, bridge abutments and moored yachts all have what's called a "heat signature". The more sensitive the thermal imaging system is, the more clearly we can detect minute temperature

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This is the First Mate, Raymarine's handheld thermal imaging camera by FLIR.

differences and then present them as an image. You need no visible light to still produce a picture.

There are also low-light night vision cameras. This special circuitry greatly enhances the amount of visible light to create an image. Such night vision cameras are useful in darkness, but in a white wall of fog in daytime, you still see nothing but white. With thermal imaging, you

can discern other vessels and channel markers very clearly. Something with a strong thermal signature like a man overboard in the water, would be easy to spot.

The First Mate absolutely works. That night in Miami, we were able to spot all kinds of objects and structures without any difficulty. At retail, you can find the First Mate for as little as \$3,000. A Canadian company, Infrared Technologies Canada in Vancouver, BC has a range of infrared systems including a selection of hand-held units.

Compared to the big, deck-mounted units however, holding the Raymarine First Mate still is like using a telescope when compared to the wider range displayed by the big systems. The top-of-the-line units like the Raymarine T450 can be

\$20,000. At first, that may sound like a lot but we've seen 40-foot express cruisers with transom lifts that cost \$20,000; just to keep this in perspective.

And, the big units are simply amazing. You can have what appears to be a black and white photograph in pitch darkness. With the press of a button you can introduce various colour palettes to help you to bring out more detail. Display the images on your helm, compare them to your radar sweep and also to your charts.

With this wealth of navigation information available in darkness or fog, you can really gain confidence to extend your time on the water. Soon you could be saying, 'Let there be dark!'

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48'	2003	Sea Ray 480 Sedan Bridge		\$394,900	31'	2009	Sea Ray 310 Sundancer	Reduced \$159,900
48'	1998	Ocean Yachts 48 Cockpit Motor Yacht	Reduced	\$239,900	29'	1999	Regal 292 Commodore	Sold \$49,900
45'	2006	Silverton 450 Convertible		\$479,900	28'	2001	Sea Ray 280 Sundancer	\$59,900
44'	2008	Sea Ray 44 Sundancer w/Zeus		\$529,900	24'	2002	Bayliner 2455 Ciera	\$25,900
44'	2008	Sea Ray 44 Sundancer	Reduced	\$459,900	Skyline Marina Trade-Ins			
44'	2006	Sea Ray 44 Sedan Bridge	Reduced	\$359,900	24'	2000	Crown Line 242 Mid Cabin	\$24,900
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41'	2005	Carver 410 Cockpit Motor Yacht		\$269,900	34'	1994	Silverton 340 Motor Yacht	\$69,000
41'	2003	Sea Ray 410 Express Cruiser		\$199,900	37'	2010	Sea Ray 370 Sundancer w/AXIUS Joystick	\$299,900
41'	2000	Sea Ray 410 Sundancer	Reduced	\$174,900	45'	2005	Ocean Alexander 45 Sedan	\$294,000
40'	2006	Sea Ray 40 Sundancer		\$289,900	45'	2007	Cruisers Yachts 455 Express Motor Yacht	\$379,000
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- 35' Beneteau 352 - 1998 - \$TBA
- 35' Robbins / Killing Custom - 1992 - \$65,000
- 35' Cheoy Lee 35 - 1981 - \$59,900
- 34' Beneteau 331 - 2005 - \$109,000
- 34' Aloha - 1981 - \$37,995
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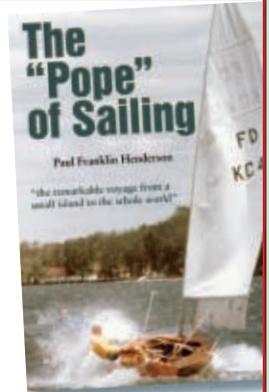
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2:00 pm – Great Northern Battery

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SOMETHING TO LOVE ABOUT THE AMERICA'S CUP

By John Morris

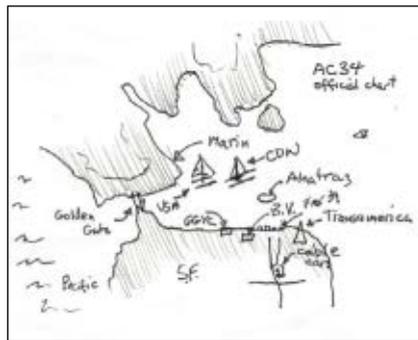
SINCE THE DEMISE of the 12-Metre, mere mention of the America's Cup has been the cue for serious eye glazing among all but the hardest core of fans. After all, huge bizarre boats, all-pro crews and lots of megabuck designer luggage are not quite the boating experience you and I share.

But, finally a reason to be excited about AC34! Maybe even two.

Let's start with the hypothetical second reason first, because I don't want you to get too pumped over this yet – there are possibilities that our home and native land will be part of this. I have heard swirls of an America's Cup World Series touring event in Toronto and considerable, so-far cheap, talk of a Canadian entry in the Challenger Series. Were that to happen, AC34 might even make it onto TSN! Don't bet the bungalow on either of these eventualities, but feel free to join me in the circle of hope. Stay tuned.

But what is happening is AC34, the America's Cup, San Francisco edition. In 2013 BMW Oracle Racing, representing the USA will square off against someone (those Crazy Canuckleheads) in 72-foot multihulls in what will undoubtedly be the most ballyhooed sailing event of that year – or possibly of all time.

The venue is just plain The Best Ever. For one thing, it's in America rather than the Med or NZ or Switzerland and that means that there is a potential for North American fans. It's easy distance for



enthusiasts from all over the US and Canada. Plus, no matter what, these stunning fixed wingers will look breathtaking with the Golden Gate and the hills of Marin County in the background – ideal for TV. Frankly, if it were you, me and four drunken friends out there in Sharks, it would be fabulous. There is no better waterfront; forgive me Sydney and Vancouver, it's the simple truth.

I have sailed there for but one crazy wind and current overloaded week, but I still thrill at pics of the Big Boat Series as they scream past The Rock.

Then, there's the city by the Bay. For Canadians, San Francisco is America without the Americans. San Franciscans are more like us than they might admit,

easy going, small L liberal and world aware. The city itself, with narrow streets, lots of pedestrians and tight charming neighbourhoods has a lot more in common with Quebec City than Buffalo. It has transit, art galleries, gays, burritos and friendly folks who are much more like us than their California co-residents in LA. They even have classic Toronto streetcars running up Market Street. Even if AC34 weren't scheduled, I'd happily fly to the coast for an Irish Coffee at the BV – the Buena Vista Cafe, the bayside bar at the top of the Hyde cable car where that indulgence was supposedly invented.

But even more importantly than being America's most urbane and one of the world's most beautiful places, San Francisco Bay offers guaranteed huge winds. The thermals that come off the cold Pacific and blast under the Golden Gate Bridge will make for spectacular speed and conditions. The harbour is small with lots of opportunity to see the boats up close as the rocket by Alcatraz in fierce international warfare.

Former SF mayor, international hottie and now California Lieutenant Governor Gavin Newsom is the America's Cup Ambassador at Large. When he stands on the front lawn of the Golden Gate Yacht Club and raises the flag to start the racing, it will be a great day for boating breathing life into the snooze laden America's Cup and bringing excitement to all of us.✌



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