

CANADIAN

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# Canada

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## Tidelines

By Duart Snow

# Pass Me the Keys

Tides and currents are a fact of life on West Coast waters – we begin learning that lesson the moment we venture out from shore. Our tides aren't the world's largest or most dramatic but their maximum range of 15 feet or more places them well up there in the scale of things. That's a powerful amount of water flooding and ebbing twice on most days. And the coast's tortuous geography means all that water is sucked and squeezed between a multitude of islands and through channels large and small at speeds up to nearly 20 knots in a few places. Our currents literally dictate when, where and how we cruise – another lesson we learn quickly.

We encounter these powerful forces most directly in the coast's many tidal passes – where the state of tide and current may permit or deny us entry...or speed us happily on our way. And reckon with the passes we must if we hope to experience the coast's best cruising grounds, anchorages and destinations. Passes are natural gateways to complex island groups like the Southern Gulf Islands or the Discovery Islands north of Desolation Sound. If you're intimidated by the passes, you may see them as barriers to these magical places. But with an understanding of how passes work and how to transit them safely, we hope you will come to share the view of William Kelly, author of the BC Tidal Passes series that begins in this issue (page 22), who likes to call them "the keys to the kingdom."

Kelly is co-author (with Anne Vipond) of the cruising guide *Best Anchorages of the Inside Passage* and has a strong interest – a passion – for passes. He combines extensive first-hand experience with an understanding of the science of passes and currents. In his two-part series – 'Passes of the Gulf Islands' and 'Passes North of Desolation' – he'll describe key passes, recommend how to transit them safely, and identify their hazards. Our goal with this series is to ease some of the anxiety that even experienced cruisers may feel about running passes. Make no mistake – passes do deserve our respect – but they needn't intimidate us or discourage us from experiencing the best the coast has to offer.

In fact, passes can be part of the adventure of cruising – good adventures, that is – with distinct pleasures of their own. Their locales are often as stunning or dramatic as our best coastal landscapes, and their turbulent waters create rich food chains that attract wildlife in abundance seldom seen elsewhere. My reward on regular transits of Gabriola Pass, the closest gateway to the Gulf Islands from our North Arm moorage, is often a fresh, salty tang that confirms that we're no longer in the big city.

Even at slack water, major passes can be thrilling places: big waters in a big, awe-inspiring landscape. I'll never forget feeling the tug of current on tiller the first time I steered a small sailboat through Active Pass, or the swirling, boiling waters of Okisollo Rapids as we cruised through them on our way southward. With its forested slopes and undeveloped shoreline, Sansum Narrows, between Salt Spring and Vancouver islands, has a wild feel that recalls some far-flung corner of the coast.

Of course, the challenges of running a pass – checking and re-checking tide tables, timing your approach, choosing a safe route – reward the successful transit with a satisfaction that can last hours or years: mission accomplished, tick it off your list, celebrate with a beverage at the end of the day's run. I can vividly recall a morning run through Chatham Channel, just south of the Broughtons, about 15 years ago. I steered while my wife Jan lined up the range markers in the narrow channel; we finished the day with a bracing sail in 25-knot winds down Johnstone Strait. This summer, our planned cruise north of Desolation may include a transit of the Yuculta and Dent Rapids, considered among the grand-daddies of coastal passes for their length and complexity. Bring 'em on – I'm looking forward to the challenge and the thrill.

Our Tidal Passes series may not make you passionate about passes. But we will have succeeded if you feel a little less anxious about your next trip through a pass – and readier than ever to reach for the keys to the kingdom.

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# Art & Technology

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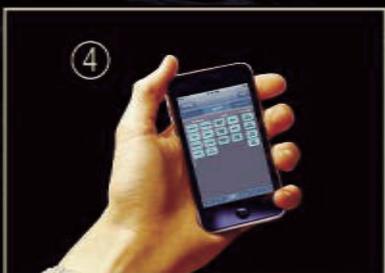
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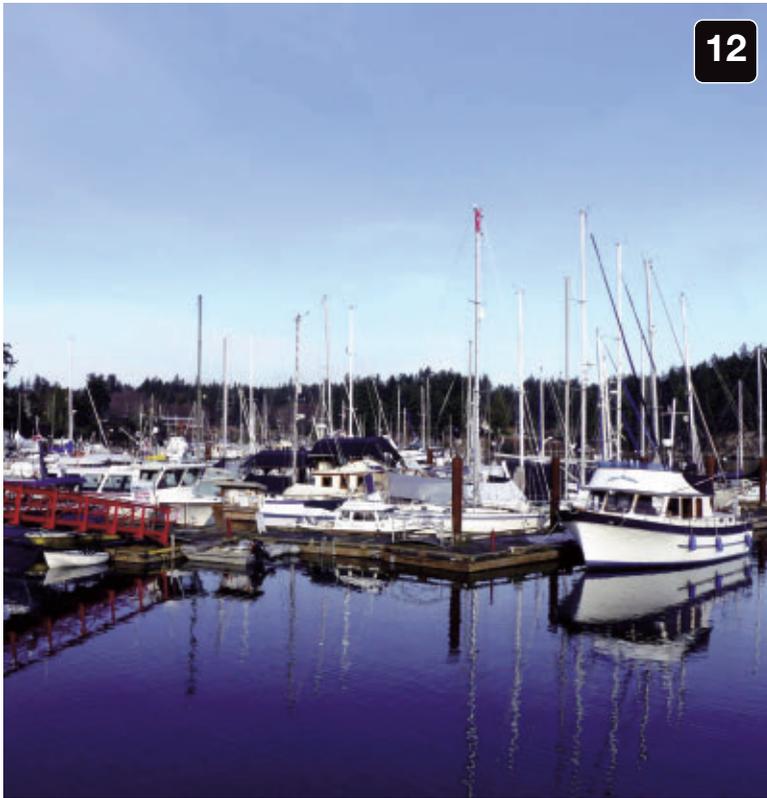
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## Features

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A Perfect Weekend Getaway

By Duart Snow

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Navigating BC's Tidal Gateways

By William Kelly

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Vancouver's Award Winning Sustainable Seafood Restaurant

By Greg Nicoll

Cover: *Austianna* approaching Gabriola Passage in the Gulf Islands.

PHOTO CREDIT: Sea Snaps



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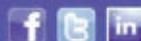
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## New North Arm Marina Aims for Late 2012 Opening



Construction of Milltown Marina and Boatyard, the first new full-service marina in the Vancouver area in more than a decade, is expected to begin this summer. That's big news in the chronically moorage-starved Lower Mainland – and the Fraser River facility is already inundated with requests for slips and dry-stack storage.

A partnership between Bastion Development Corp. and the Musqueam Indian Band, the marina will be located on Richmond Island in the North Arm, with floats in the slough between the island and the Marpole shoreline. The project cleared a key hurdle in a long regulatory process in January 2012 when the Canadian Environmental Assessment Agency granted approval.

Capt. Mathew Cote, a marina director and project development manager, says a few more regulatory steps remain before construction starts, but he hopes to be in operation, with boats tied to floats, by the end of 2012.

Milltown is taking moorage requests on a “soft reservation” basis; its website includes a form to request moorage on a first-come, first-served basis beginning December 1, 2012. Moorage contracts will be finalized once the marina's permits are in place.

Not surprisingly, there's no shortage of demand for the facility's approximately 175 slips and 250 dry-stack spaces: “I've been flooded with moorage inquiries...flooded,” says Cote.

The marina site is just west of the Arthur Laing Bridge, about six miles from the mouth of the North Arm at Point Grey, with no bridges en route to the Strait of Georgia. Cote says the marina will be well protected from the river cross-currents and wind that buffet most other nearby facilities.

Covered dry-stack storage for boats 18 to 28 feet is a key part of Milltown's shoreside facilities. Although not common on the West Coast, dry-stack has

become popular in Eastern Canada, the US, Europe and New Zealand as a convenient and cost-effective alternative to trailer storage for smaller boats.

Milltown's dry-stack tenants will be able to call an hour in advance to request launching, and their boat will be in the water waiting for them. Later, they'll leave the boat at a holding float for marina staff to rinse and re-rack. Unlimited launches and haul-outs are included in the storage fee.

“We're big fans of dry-stacking and I think the community is going to respond positively,” says Cote.

Marina features will include concrete floats with full utilities, secured gangway access and 24-hour patrol, parking and bicycle lock-up, waste pump-out, onsite maintenance, repair and brokerage services, a café offering take-out picnic baskets, and waterfront observation platforms overlooking the Fraser.

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

### Campion Founder Ross Jardine Honoured

Ross Campion Jardine, a founder and former general manager of Kelowna's Campion Marine, has been named to the National Marine Manufacturers' Association Hall of Fame. The honour recognizes individuals who make substantial and lasting contributions to the advancement of the marine industry.



Jardine was one of the founding shareholders of Campion in 1974. As general manager, he led the company's growth in North America and international markets until it became Canada's largest independently owned fiberglass powerboat builder. With son Rex Jardine, he introduced numerous boat lines and models; the Chase line of high-performance boats led to develop-

ment of the APEX hull now used on most Campion models.

“Ross Campion Jardine has dedicated his career to helping grow recreational boating while creating a thriving business in Canada and internationally,” said NMMA chairman Rick Layzell in announcing the award at the 2012 Toronto International Boat Show.

Rex Jardine accepted the award on behalf of his father.

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

### M&P Mercury Wins Top Dealer Honours, Expands to Nanaimo Location



Leading West Coast powerboat dealer M&P Mercury Sales has been honoured as Canada’s #1 boat dealer in Boating Industry Magazine’s Top 100 Dealers Awards. M&P also ranked as #4 dealer in North America.

The Top 100 aims to help consumers choose the right dealership for their boat purchase. More than 3,000 applications are distributed to dealers throughout North America; awards are based on in-depth research on each company, including overall business operations, customer service and professionalism.

M&P moved up four spots from their #8 ranking in 2010. This marks the company’s fifth year in the Top 100. The company is West Coast dealer for six Brunswick Boat lines: Sea Ray, Boston Whaler, Hatteras, Meridian, Trophy and Bayliner.

M&P also opened its first Vancouver Island location in March at the Anchorage Marina Building, 1520 Stewart Avenue, Nanaimo. Managed by Dave Boxrud, the store will showcase Sea Ray, Boston Whaler, Bayliner and Trophy boats.

“Vancouver Island has always been a very important market to M&P Mercury,” said president Bob Pappajohn. “We’re excited by the opportunity to better represent our brands to our Island clientele in such an optimal location.”

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

### Guide Sales Raise Funds for Marine Parks

BC Marine Parks Forever Society’s current fundraiser is a win-win deal for coastal boaters and the society. Boaters receive a copy of the BC Marine Parks Guide (2nd edition) for a donation of at least \$10 – and the society gets retains all proceeds to help fund purchases of land for new coastal parks.

## Bigger Crowds, Strong Sales Mark Vancouver Boat Show’s 50th Anniversary

Vancouver International Boat Show marked its 50th anniversary February 8-12 with increased attendance, enthusiastic crowds, and strong boat and equipment sales. The show ran indoors at newly renovated BC Place Stadium and afloat at Granville Island Marina, its first year at the latter venue.

Show organizers reported total attendance at both venues of nearly 33,000 – up six percent from 2011. On the busiest day, Saturday, combined attendance at the two venues was up 12 percent over 2011. And despite showery weather, more than 3,900 show-goers crowded the Granville Island docks on Saturday – a one-day record for the in-water show.

There was a distinctly positive buzz among attendees and 250 exhibitors right from the opening of the show, likely reflecting renewed consumer confidence and pent-up demand, said show manager Eric Nichol.

“There was a positive atmosphere at BC Place and Granville Island, as if pent-up excitement had finally been released. People came out to see what’s new and exciting and they bought as well,” said Nichol. Many exhibitors reported “dramatic” year-over-year increases in sales, he added.

“The level of interest and intent to purchase and go boating this summer was the highest I’ve seen in years,” said Bob Pappajohn, president of M & P Mercury. “Sales were up considerably over last year, in particular in the high-end luxury section. We also had stronger than anticipated results within our fishing boat category.”

“Traffic was very good, especially on Saturday. We exceeded our sales expectations. It was fantastic to see the amount of first-time buyers, the most in years,” said Aaron Fell of Breakwater Marine. “We were impressed by the number of new boaters coming into the industry.”

Equipment sales were also brisk over the weekend, while one inflatable dealer sold up to 30 boats, including several high-end RIB tenders.

This year, VIBS returned to BC Place after a two-year absence: in 2010 it was displaced by the Winter Olympics, while in 2011 stadium renovations shifted the show to the new Vancouver Convention Centre, a smaller venue. Granville Island is expected to become the in-water show’s long-term home.



Attendance at BC Place and the Granville Island in-water venue was up six percent this year. The floating venue also set a one-day attendance record.

Shelter Island Marina recently added the 150-ton Travel Lift from nearby Bracewell Marine Group to its haul-out and storage facilities. With its existing 70-ton unit, the Richmond marina is home to two of the largest lifts on the Pacific Coast, capable of handling vessels from 20 to 135 feet.

Located on the South Arm of the Fraser River, Shelter Island is a full-service marina with short and long-term storage for more than 300 vessels year-round. Facilities include a dedicated wash bay with the latest filtration and water-cleaning systems, while associated service providers offer boat cleaning and detailing, bottom painting, full mechanical, electrical and electronic systems installation and repair, and shipwright services in wood, fiberglass, steel and aluminum. Shelter Island also has a full in-water marina.

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



Vertex wire and cable is spec'd in all Coastal Craft yachts, built in Gibsons BC. In light of their expansion, Vertex recently changed their name to Vertex Marine.

[www.vertex-marine.com](http://www.vertex-marine.com)

### **New Location, Lines for Breakwater**

Surrey, BC-based Breakwater Marine has recently added a second US location and two new yacht lines to its product range. In October 2011, Breakwater added a storefront in Everett, Washington to its current locations in Surrey, Nanaimo and Ferndale WA. The company also recently became a dealer for Carver and Marquis yachts. The world's largest dealer for Larson Boats and Striper fishing boats, Breakwater also offers Glastron, Centurion and Jetcraft, as well as pre-owned boats.

[www.breakwater-marine.com](http://www.breakwater-marine.com)

### **Rendezvous Calendar**

Planning a rendezvous or club cruise? We'd like to hear about it. Email us in advance with details at [duartsnow@kerr-wil.com](mailto:duartsnow@kerr-wil.com) and send us a short report and photos afterward. We'll run your event announcements, stories and photos in a future issue of *Canadian Yachting West*.

#### **April 21-23**

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#### **June 15-17**

Beneteau Rendezvous

Telegraph Harbour Marina

Contact Westerly Yacht Sales: 604-685-2211 or email [events@westerlyyacht.com](mailto:events@westerlyyacht.com)

#### **June 22-24**

Jeanneau Rendezvous

Poet's Cove Marina

Contact: [tasha.wright@gmail.com](mailto:tasha.wright@gmail.com) or phone 1-888-512-7638 or 250-629-2111 to reserve.

#### **June 23-24**

Alberg Rendezvous

Saltspring Marina

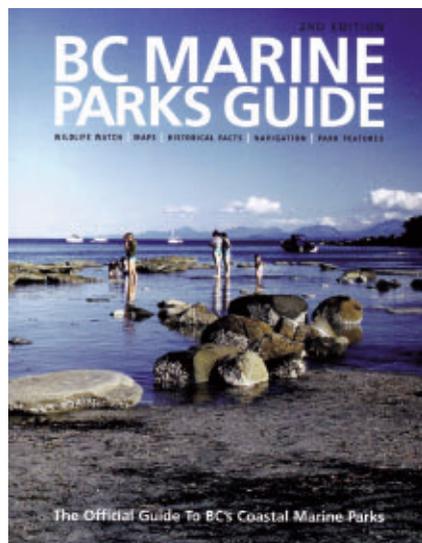
Contact: [cravend@shaw.ca](mailto:cravend@shaw.ca)

#### **September 9-11**

North Pacific Yachts

Telegraph Harbour Marina

Contact Brian Genge: 250-656-3807 or [gengeb@shaw.ca](mailto:gengeb@shaw.ca)



Society president George Creek says BC Parks has donated the official guidebooks to BCMPFS and is assisting with shipping book orders to participating sellers.

Guides are available through yacht clubs, marinas and chandleries, including Genoa Bay Marina, Alberni Outpost, Harbour Chandler, Nanaimo Shipyard, Vancouver Island Insurance Centres, Ladysmith Marina, All Bay Marine and Sherwood Marine Centre. Visit the society website and click the link to the right of the home page for a complete list of outlets.

BCMPFS is a non-profit society that raises funds to acquire park sites outright or in conjunction with BC Parks or other non-profits with similar conservation mandates. Purchased lands are deeded to BC Parks for management as marine parks.

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

### **CPS Offers Online PCOC Course**

Canadian Power and Sail Squadrons (CPS) has introduced a fully online self-study version of the Boating Basics course. Formerly called Boat-Pro if taught in a classroom, this course prepares candidates to write an exam qualifying them for the Pleasure Craft Operator's Card (PCOC). This certificate is mandated by Transport Canada as the minimum certification needed to operate any powered vessel of any length in Canadian waters.

Candidates who complete the Boating Basics course are allowed to write the online examination that leads to PCOC certification. This exam has been expanded in recent years with more detail about the safe operation of powered vessels.

Boating Basics will continue to be offered by CPS as a part of the longer Boating Course, which covers additional topics including basic navigation and seamanship and is usually offered over 14 sessions in classroom settings. Those who complete Boating Basics and are successful in the PCOC exam are offered membership in CPS.

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

### **Vertex Marine Expands**

Vertex Marine is a BC manufacturer of quality wiring and cable for the marine industry and has recently expanded its product lines. A longtime supplier to commercial vessels up to 200 meters, Vertex has expanded its offerings of wire and cable for recreational craft as small as 10 meters, and now meets full American Boat and Yacht Council standards as well.

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# Ganges,

## Salt Spring Island



**Above:** Summer is a busy time in Ganges Harbour. The dinghy dock, foreground, offers easy access to the village. Ganges Marina is immediately behind, and Salt Spring Marina in the distance. PHOTO CREDIT: John Cameron

**Right:** Kanaka Public Wharf offers transient moorage steps from the village centre.

PHOTO CREDIT: Duart Snow



By Duart Snow



**T**he weather was cool and boat traffic light that Friday morning last July. Sure it was the weekend – but the day was young and the cool weather not exactly ideal for cruising – how busy could Ganges be?

We passed Second Sister Island at the entrance to Ganges Harbour in a parade of boats of all sizes chugging toward the village, constrained only by the five-knot speed limit. From the inner harbour, it was clear that public Kanaka Wharf, our first moorage choice, was full. So we joined the growing flotilla that circled through the anchored boats and past the marinas. I held my breath as boat after boat called Ganges Marina, our second choice, to claim moorage reservations.

Anxiety mounted in the radio voices – and maneuvering in ever-closer quarters wasn't helping anyone's nerves, mine included. But the female voice at the marina remained cool, friendly and professional as she sorted through the requests and chatter.

Finally, at a break in radio traffic, I called in to request a slip...humbly. "Stand by, Thea." We circled some more – then were directed to a spot on A dock, just off the rocky shoreline. We arrived to the dock attendant's cheery greeting: "Congratulations, you just got the last slip!"

What was I thinking?

### FRIDAY NIGHT

This was our first weekend visit to the hub of the Gulf Islands at the height of summer. We had always come in spring or fall or at mid-week, and we had never seen traffic like this. If it's Friday and traffic seems light, it could mean everybody's already in Ganges!

The main attraction for boaters and weekend visitors is Salt Spring Island's famous Saturday market. But the market is just the tip of the iceberg in this sophisticated, boater-friendly and entirely walkable haven.

Ganges is a first-class boating destination today because it has always been a boating destination. Its history as the commercial centre of the Gulf Islands dates back more than a century, to the days when boats were the only way to get around and islanders stopped here for provisions, hardware, mail, or just news and human contact. Today, Salt Spring, largest of the Gulf Islands, supports a diverse population of about 10,500 – weekenders from the big city, retirees, artists and craftspeople, farmers and aging hippies-who-never-left, as well as long-term island residents.

These folks come together – in their new Mercedes and their rusty VW vans – and rub shoulders in this little village, enlivening it with a bustle, energy and sophistication that many cities lack. They also support a wide range of businesses and services where you'll almost certainly be able to find exactly that provision, spice, book, tool, part, objet d'art or meal you crave – and only steps from your boat.

### MOORAGE OPTIONS

But first, where to park the boat, once you've cruised the two-mile length of Ganges Harbour, leaving the Chain Islets to starboard and Grace Island, just off the village, to port.

We have not anchored here but staying on the hook seems a good option, especially on busy weekends. The holding in the harbour east of the marinas and in Madrona Bay is described as good in mud and less than 20' of water. But stay clear of the taxi path used by the constant float plane traffic, and remember that the harbour is exposed to strong southerly winds, particularly in fall and winter. To escape the bustle of the main harbour, try anchoring northeast of Goat Island or near the head of Madrona Bay. Enter via the channel east of the Chain Islands, taking care to avoid the marked reef northeast of Deadman Island on your way in. If you anchor out, you'll find excellent dinghy access to the village at the Rotary Dinghy Dock immediately west of Kanaka Wharf.

Kanaka Wharf, the floats northwest of the coast guard station and breakwater as

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**The hub of the Gulf Islands is one of the coast's most popular destinations – boater-friendly and waiting to be explored.**

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Salt Spring Saturday Market is a main attraction for boaters and visitors, offering a bounty of produce, food, arts and crafts, all produced locally. PHOTO CREDIT: John Cameron

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## At the head of the harbour, below the landmark red Moby's Oyster Bar and Marine Grill, Saltspring Marina offers full services a little farther from the village.

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you enter the inner harbour, offers the closest transient moorage to the village. The wharf is operated by the Harbour Authority of Salt Spring Island; space is available on a first-come, first-served basis and rafting is encouraged. There is also space for two or three boats on the nearby breakwater dock.

The public wharf has water and 20-amp power but washrooms, showers and laundry are located at the harbour authority office beside Centennial Park and Centennial Wharf (used mainly by resident and commercial craft). Leave mooring fees in a drop box at the head of Kanaka Wharf or pay by credit or debit card at the harbour authority office.

Ganges Marina lies behind the long breakwater just north of Kanaka Wharf and offers extensive transient moorage

with full services, including fuel, a short walk from the village centre. A rock with a least depth of five to six feet has been reported about 50 feet north of the end of the marina's C dock.

Co-manager Celine Boychuk recommends reservations on weekends from May to September. The marina has dedicated outstation space for the Vancouver Rowing Club and False Creek and Royal City Yacht Clubs. From the lot at the top of the marina ramp, turn left on Lower Ganges Road to walk into town.

At the head of the harbour, below the landmark red Moby's Oyster Bar and Marine Grill, Saltspring Marina offers full services a little farther from the village. To enter, pass either to the left or right of the two yellow buoys just outside the breakwater. Do not pass between the buoys: they

mark the ends of Money Maker Rock, with a least depth of five feet.

Reservations are a must for long weekends from Easter through September, and recommended for most summer weekends as well, says general manager Lesley Cheeseman. Like Ganges Marina, Saltspring offers reduced off-season rates.

"People come here because of our fabulously clean showers and laundry," enthuses Cheeseman. The facilities building above the marina also houses the Rendezvous French Patisserie, a hair salon, and bike rentals and repair. If you'd like to see more of Salt Spring, the marina offers Ganges' only scooter and vehicle rentals. The marina office will also make dinner reservations at Hastings House, a local bastion of fine dining, located near the marina.

Harbour's End Marine and Equipment, also just above the marina, provides full marine repair and shipwright services, haul-outs for smaller boats, and parts sales.

The village is a leisurely 15-minute walk from here – turn left on Upper Ganges Road, then left again at Lower Ganges Road. Or cruise into town aboard the electric launch *Queen of De Nile*, operated by student crews seven days a week from July through September. For \$2 per adult, children free, the *Queen* shuttles between the two marinas and the village, and makes pickups from anchored boats; call Saltspring Marina at 250-537-5810 to arrange a pickup.

### SHOP LOCALLY

The mainstays of local commerce for locals and visitors alike, Thrifty Foods and Mouat's Home Hardware, are just steps away from the Kanaka Wharf and the dinghy dock. Thrifty is an excellent provisioning stop with full groceries, produce and an impressive meat and fish department. And they deliver to marinas.

Mouat's has operated here since 1907, selling everything from groceries, lumber and hardware to Ford automobiles over the years. Today, Mouat's Trading Company operates the hardware and housewares store in the green-and-white building that's a Ganges landmark, and Mouat's Clothing in the nearby Harbour Building. The hardware store stocks a wide range of hard goods, tools, marine and auto parts, and housewares – you'll find gadgets you didn't even know you needed!

The local BC Liquor Store is in Grace Point Square, a shopping centre across Fulford-Ganges Road from Mouat's.



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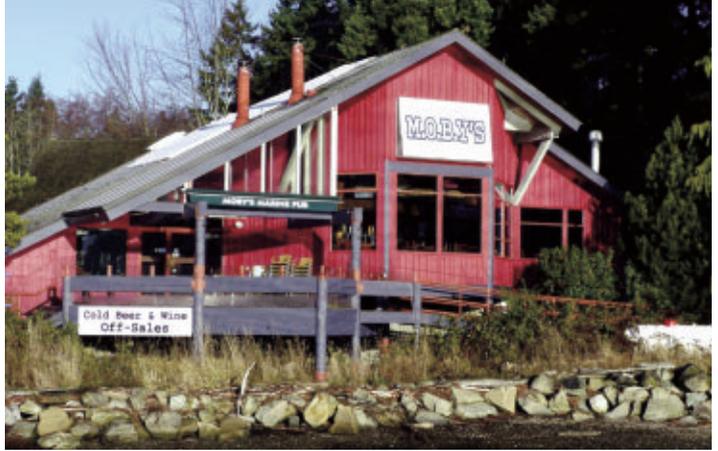
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Mouat's Hardware and Moby's Pub are local landmarks. PHOTO CREDIT: Duart Snow

You'll also find art galleries, restaurants and retail shops here.

Whether you're stocking the boat or simply want a taste of the colour and diversity of life on Salt Spring, you have to experience the Saturday Market at least once – odds are you'll join the ranks of cruisers who build weekends around it. The market offers a bounty of local arts and crafts, produce, food and entertainment – vendors must “make it, bake it or grow it” to participate. “Farmer's market heaven,” says my wife Jan.

The market operates from April through October from about 8:30 a.m. to 4 p.m. in Centennial Park. Arts and craft vendors line the north side of the park along Fulford-Ganges Road, while produce and food are sold along the west side. Arts and crafts can include pottery, jewellery, textile and decorative arts, paintings and graphics, even children's crafts.

We gravitate to the foodies' booths, stocking our galley with baked goods from breads to cinnamon buns, organic produce, locally-raised meat and locally-caught seafood, cheeses, even bunches of organic garlic. And save room for lunch – several vendors serve hot ethnic dishes on site.

### LOCAL KNOWLEDGE

But Ganges offers plenty more to see and do – easily enough to make it worth staying on after the market. In fact, there's much more than I have room to describe here. What follows is a rundown of our crew's favourites – bear in mind that shops come and go, chefs and menus change, and you may discover an entirely different side of this intriguing village.

Hastings House and House Piccolo headline the fine-dining scene here. But over the years we've enjoyed good meals at Calvin's Bistro on Upper Ganges Road, Auntie Pesto's Café in Grace Point



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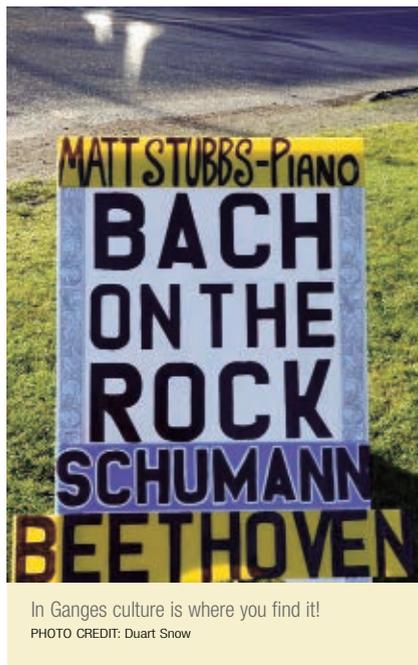
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In Ganges culture is where you find it!  
PHOTO CREDIT: Duart Snow

Square, Tree House Café near the public wharf, and Moby's – all have inviting outdoor patios.

Ganges may have more coffee bars per capita than Vancouver or Seattle – but there's not a big-name franchise in sight. Try Café Talia on Hereford Avenue for espresso-based drinks, pastries and paninis; Salt Spring Coffee on McPhillips Avenue; and Barb's Buns, the popular bakery, bistro and meeting place just off McPhillips for coffees, breads and baked goods, and excellent lunches.

If you enjoy fine pasta and Italian specialties, don't miss Del Vecchio Pasta

### FAST FACTS

#### Kanaka Wharf

Harbour Authority of Salt Spring Island  
Tel: 250-537-5711  
E-mail: harbour@hassi.ca

#### Ganges Marina

www.gangesmarina.com/  
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**Salt Spring Island Saturday Market**  
www.saltspringmarket.com

Fresca, a small kitchen/café in the row of shops west of Centennial Park. Grab a slice of gourmet pizza for lunch, then choose fresh organic pasta and sauce or pesto for dinner. And why not dessert, too – tiramisu or Sicilian canoli? Owners Max Del Vecchio and Charlie Goring host regular dinners themed around Italian regional cuisines – perhaps another good reason to visit Ganges – and prepare hot lunches in their Saturday market booth.

The Fishery on Upper Ganges Road, near Ganges Marina, is fisherman-owned and offers a full selection of fresh and frozen seafoods, including locally-caught Dungeness crab.

I still like buying books, and Ganges is well served by four bookshops, including Volume II Bookstore just above the coast guard wharf, and Watermark Books and Salt Spring Books, both on McPhillips Avenue. My favourite is Black Sheep Books in Grace Point Square for its two well-stocked floors of used, antiquarian and new books. Don't miss its extensive and well-catalogued collection of used marine charts, some quite old and a few marked with notes and courses by commercial fishermen or towboat skippers.

Arts and music are important on Salt Spring – the island is home to many visual artists, craftspersons and other creators, as well as sophisticated audiences. Check the Salt Spring Arts Council's Mahon Hall on Upper Ganges Road, and Artspring on Jackson Road for regular programs of exhibitions, concerts, and performing arts.

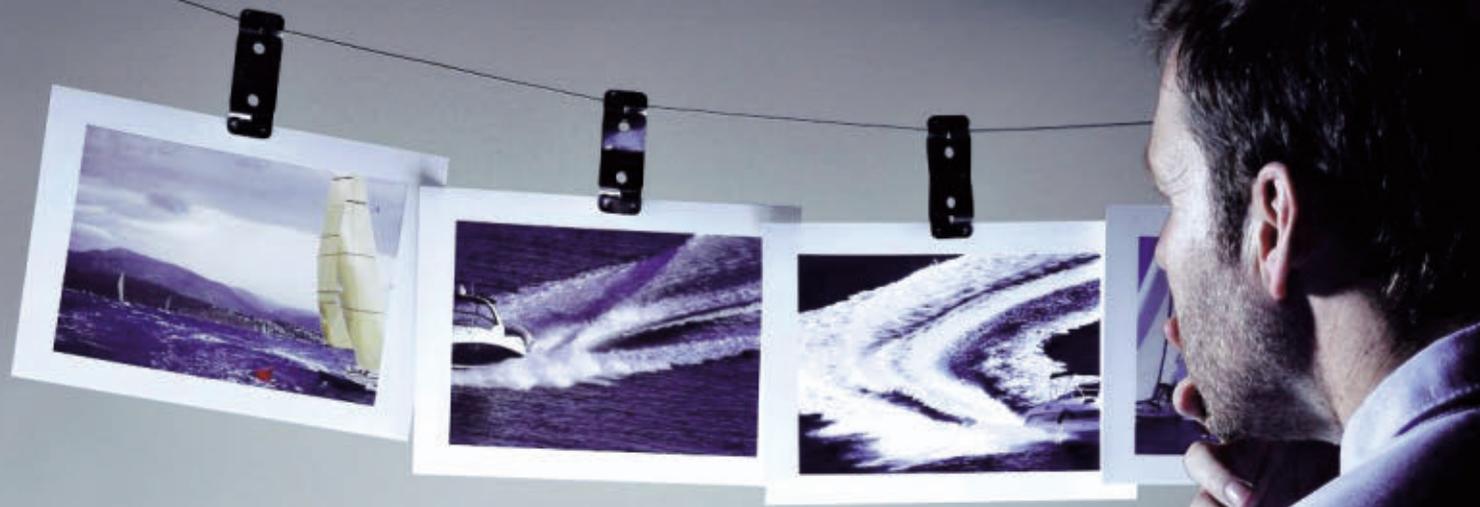
We noticed a curious thing that weekend last July – after the Friday bustle and the excitement of the market, Ganges began to quiet down. After midday check-out hour, slips emptied and calm returned to the village streets. It was a treat for us to stay on, stroll through the village, and enjoy a relaxed evening with friends. And Sunday morning was downright sleepy as we departed for other Gulf Islands.

Depending on the day or the season, you can have Ganges however you like it: abuzz with visitors and excitement or relaxed and ready to explore. Just don't forget that moorage reservation! •

A longtime West Coast boating editor and writer, Duart Snow cruises his Grand Banks 32 *Thea* from Vancouver. He is the editor of *Canadian Yachting West*.

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# Passes of the Gulf Islands

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Story by William Kelly  
Photos and maps by  
Ocean Cruise Guides

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One of the greatest sources of anxiety for new boaters on the BC coast – or boaters new to coastal waters – is the fact that water here moves around – a lot. Understandably, this is a worry I've heard from people from the Prairies or eastern Canada who may be used to the relative tranquility of lake boating.

Yet any experienced boater can quickly adapt to cruising on the saltchuck if they keep one tool handy – the *Canadian Tide and Current Tables* published annually by the Canadian Hydrographic Service (Volume 5: Juan de Fuca Strait and Strait of Georgia covers the Gulf

Islands). Trip-planning is easy if you consult the tables to learn when the tide changes, the direction the water is moving and when it is safe to transit a pass. The thought of your vessel being swept by a stream through a pass can be intimidating at first. But cruisers on this coast learn quickly that passes generally lead on to greater things such as sheltered waters and secluded anchorages – and passes generally offer their own rewards as well.

It's also important to remember that passes can be as changeable as the weather. This is not surprising when you consider how tidal currents are created and influenced by a complex interaction of topography, bathymetry and the twice-daily ebb and flood of the tide. Add fluctuating wind conditions, and a pass that is easily transited on a calm day can represent an entirely different challenge when a strong wind is blowing. For example, on a big flood in a southeasterly gale Porlier Pass is, quite simply, a monster.

In this two-part series we will visit the major tidal passes between the Gulf Islands and Cape Caution. This article examines the passes of the Gulf Islands.

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**In the first of two articles on the BC Coast's tidal passes, we survey the passes that link the Strait of Georgia with our most popular cruising ground.**

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**Left:** The western end of Active Pass opens into Trincomali Channel, with Prevost and Salt Spring islands in the background. A small three-knot ebb is underway.

**Right:** BC Ferries, like this Spirit-class vessel bound for Swartz Bay, can be a challenge for pleasure boats transiting Active Pass.



## ACTIVE PASS

This S-shaped channel is the main pass for commercial and recreational vessels heading in and out of the Gulf Islands, and its transit is complicated by regular arrivals of large, wave-generating car ferries. BC Ferries, often travelling at speeds of 10 knots or more in the pass, can kick up a lot of wash and must always be given the right of way. Some pleasure boaters avoid Active Pass because of this traffic, but they are missing a beautiful channel with abundant wildlife, towering bluffs and impressive hydraulics. It is also a forgiving pass in the sense that currents aren't usually excessive for small boats and there are often ways to work your way through on back eddies if you miss slack water.

Although boaters should never impede a ferry in these restricted waters, staying out of their way is not difficult. You can keep informed on ferry movements by monitoring VHF Channel 16 – they generally announce when they are entering the pass from either direction – or contact Victoria Traffic on Channel 11 to learn about ferries or other large vessels approaching the pass. We generally keep well to the right side of the channel transiting the pass and if a ferry is approaching from behind we give it as much room as is safe. If you linger in the centre of the pass, you could find yourself caught between two ferries approaching from opposite directions – not recommended!

Ideally, you should time your transit of Active Pass for slack water. However, over the years we've watched fishing boats and other craft use back eddies to work their way through, and we have employed this method when we have missed slack. When inbound (entering from the Strait of Georgia), we motor between Fairway Bank and the green can buoy at the south end of Gossip Shoals. We stay 200 metres off the buoy, keeping close to the Galiano Island shoreline as we make our way along a back eddy to Mary Anne Point.



Once past this point, we are usually able to make our way through the pass, again keeping to the Galiano Island side. However, during strong floods the current at Matthews Point may be too strong, so we sometimes cross over to Lord Point on Mayne Island and work our way close along this shore to the kelp bed east of Helen Point (make sure the channel is clear of approaching ferries and other traffic before you cross over). Then, if traffic permits, we cross back to the Galiano side to exit the pass. If the current is still too strong, you can wait for slack in Naylor Bay or Miners Bay on Mayne Island.

The western end of the pass, between Helen Point and Collinson Point, is where the current is strongest on a flood (up to seven knots on the Mayne Island side) and where you may be tempted to turn up the engine revs to get free. If the water looks rough or the current appears too strong, you can turn around and drift back into Georgeson Bay to wait for the current to ease. Be absolutely sure to stay clear of the reef near Collinson Point marked with a green quick-flashing beacon and do not, on a flood, position your-

self in front of it until you are well out of the pass.

From Trincomali Channel, the flood stream juts a pronounced tongue of water into the pass and you can see currents really gain speed just to the east of Helen Point. The stream makes a beeline for the bluffs on the opposite shore where it turns 90 degrees to starboard. When this stream combines with ferry wash, there can be tremendous overfalls and rips in the area west of Matthews Point which are a spectacular sight.

An ebb current is generally less turbulent, although ferry wash will continue to be a problem for small recreational boats throughout the pass. Generally speaking, rips are not as bad during ebbs.

If you'd prefer not to transit Active Pass after a late-evening crossing of the strait or need a spot to wait for slack, you can find anchorage in Whaler Bay just inside the reefs at Cain Point. The public dock farther into the bay may have space, but the water is very shallow near the dock. Miners Bay is another possible overnight location, at anchor or at the government dock, both of which will be bumpy. (See map for detail.)

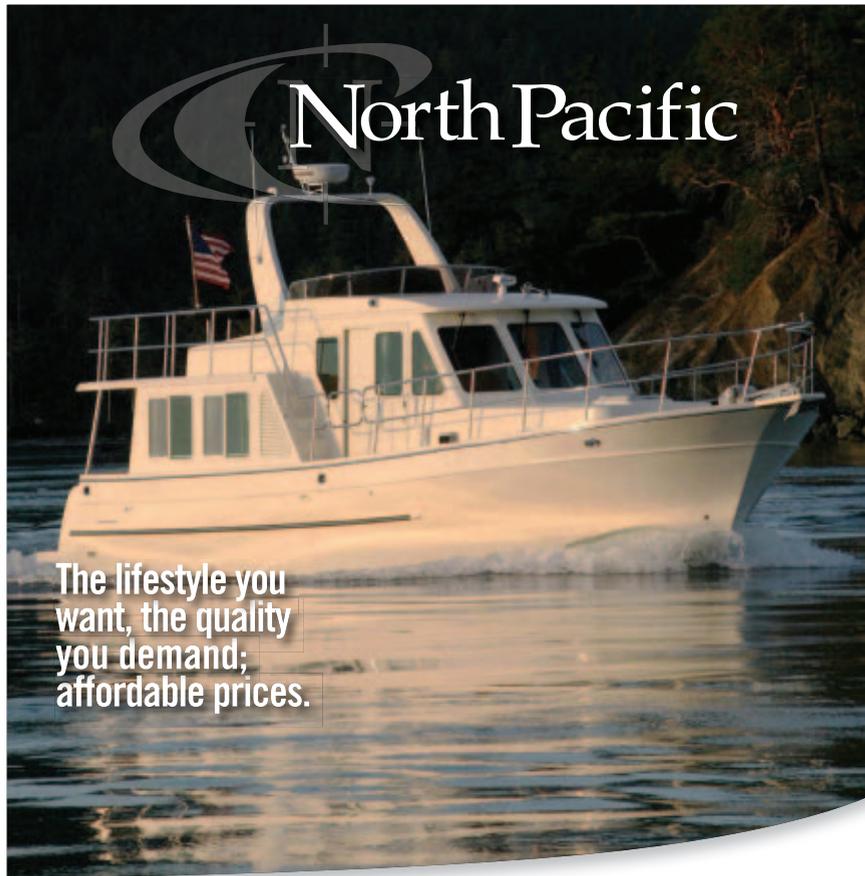
## GEORGESON PASSAGE

We journey south now to two small passes that grant access to the southern Gulf Islands.

Through our early years of boating, Anne and I enjoyed spending Thanksgiving or Christmas at Winter Cove and often used Georgeson Passage to get there. This is a segmented series of passes that begins at the gap between Mayne and Georgeson Islands, where the pass is narrow with depths often less than six

feet at low water but about 20 feet at high water. Arrive at high slack or within 30 minutes because there is a very nasty reef on the Mayne Island side and currents in the pass will be swift (about five knots maximum). A small ledge also protrudes about 10 feet out from Georgeson Island and the deepest water is 50 feet north of the island.

Once clear of this gap, proceed to the winding pass between Curlew and Samuel islands. This is a very pretty route



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where the arbutus and overhanging firs make a fine backdrop for oystercatchers, kingfishers and eagles. In strong floods, especially, there will be sizable whirlpools between the two islands and the worst of the current will be where Curlew and Samuel come closest together near the east end of Curlew. Currents here can often exceed five knots.

The rest of the pass toward the anchorages of Saturna is straightforward with the small whirlpools fading to nothing as you approach Irish Bay.

## BOAT PASSAGE

A genuinely hair-raising pass – and one of our favourites – is Boat Passage between Saturna and Samuel islands. During Prohibition, rumrunners used this narrow, reef-strewn notch to dodge government revenue boats patrolling the Strait of Georgia; today it makes a great shortcut out to the strait or south to Cabbage Island.

You can transit this pass from the strait in good weather by dodging the lines of rocks and reefs blocking the way. However in southerly winds, I wouldn't try it. There is a nasty half-submerged rock on the Samuel Island side that more than a few boats have bumped.

The trick, when approaching from the strait, is to stay closer to the Saturna shore, then angle into the pass as you reach the entrance. Currents here easily reach five knots, more like seven knots in big tides, but at slack the pass is safe with a depth of about 15 feet at high water. Whirlpools form on either side of the pass so if you have missed high-water slack by more than 15 minutes, it's best to wait this one out.

## PORLIER PASS

The largest "gate" pass – meaning it is short and fast – south of Seymour Narrows, with currents reaching 10 knots, Porlier Pass is potentially the most dangerous of the Gulf Islands passes.

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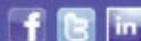
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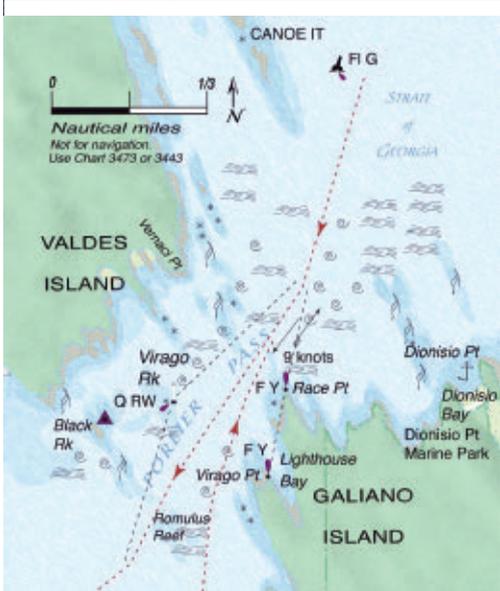
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A late fall rainbow highlights Porlier Pass, looking eastward. Porlier poses few challenges at slack but can be especially tricky when the eastbound flood meets strong southeast winds.



here (due to numerous shoals and reefs within the pass) can make the seas in Porlier a force to be reckoned with.

If you miss slack water and the tide is not too large, you can usually work your way through Porlier by staying parallel with the current and steering as close to the centre of the pass as possible. If westbound, we arrive within a quarter to a half-mile southeast of the green flashing buoy U41 at the north entrance. Lining up this buoy with the light at Race Point

the reef extending from Black Rock in floods. It's essential to maintain your bearings, especially at night, to ensure that you clear these hazards.

Interestingly, the maximum current for the pass at flood (10 knots) is 40 per cent stronger than the ebb (seven knots). The stream, in either direction, is a fairly straight and short run, with two major deflections caused by the island topography and numerous reefs.

The main danger when transiting Porlier is being swept onto reefs at the east and west ends of the pass. Boaters sometimes steer too close to Galiano Island and find they are being set onto the reef extending from Dionisio Bay where depths at low water can be just a few feet. The area northeast of this shoal water can be very dangerous in gale conditions and is where some of the Strait of Georgia's roughest and largest seas can occur.

Another drawback of Porlier Pass is the lack of shelter on the Strait of Georgia side for vessels waiting for slack. Dionisio Bay, at the north end of Galiano Island, provides some shelter in south winds but is quite open to the north. This bay makes a good temporary stop in settled weather, with good holding in sand and mud, and the opportunity to visit the sandy shell beaches of Dionisio Marine Park.

Tugs and barges often use Porlier Pass and you can obtain information on their movements by listening to Channel 11, Victoria Traffic. Tug operators can usually be contacted directly on Channel 16.

## GABRIOLA PASSAGE

Few passes along the entire BC coast are as straightforward as Gabriola Passage. It's a yes-no proposition – your boat either has the guts to buck the current or it doesn't. In sailboats and slower powerboats, there is no way to wiggle through if you arrive late.

In the 1950s, CHS field workers used baby bottles with flashlights inside to measure currents at night in Gabriola Passage. The bottles were cast out from shore with fishing rods; as they were swept through the pass, the workers would take transits on the lights and reel the bottles back to shore. By the 1970s,

Currents here can generate impressive whirlpools and overfalls from Race Point to the reef opposite Dionisio Point, and these are especially hazardous if the current is flowing against strong easterly winds. On big floods, the sight of the water pushing against the rocky west shore of Race Point is impressive. In addition to swift currents, the degree of turbulence

deep water of the pass and out of danger of the rocks off Valdes Island. Once we are about 200 metres off Race Point, we take a middle route through the pass between Virago Rock and Virago Point until we are clear. (There is a Q RW sector light on Virago Rock for night transits.) There can be strong turbulence off Romulus Reef and a northerly set towards



Gabriola and Valdes islands nearly meet at the narrowest point of Gabriola Pass, where the current is strongest. Boats can wait for slack tide in the anchorage behind Kendrick Island, top centre.



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field workers were experimenting with fixed pods on boats to measure current.

Gabriola Passage is basically a straight-line stream with the main turbulence occurring with the flood, beginning at the pass and extending to Rogers Reef. Some turbulence can also be expected around the reef near Dibuxante Point. Current in this pass can exceed eight knots on both flood and ebb. The danger



This powerboat is southbound out of Dodd Narrows. The boats in the background are waiting their turn for a clear run at the pass.

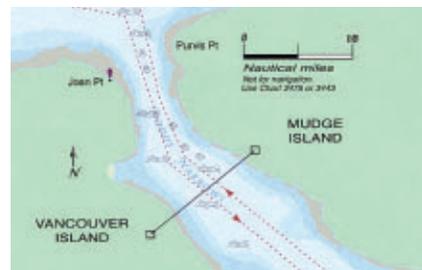
at the western end lies near the light beacon off Dibuxante Point – a vessel can be swept onto this reef in either tide direction. You can wait out the tide behind Kendrick Island if bucking a flood or in Wakes Cove if fighting an ebb. The reefs at the south end of Degnen Bay can generate impressive whirlpools and should be given plenty of room.

### DODD NARROWS

This short pass, with no submerged hazards and a straight-line stream, presents

few problems except those created by other boaters. Because it is very narrow – often with fast streams and no room to work back eddies – it is susceptible to wash from fast-moving power boats which, when bucking the current, can trigger large standing waves capable of swamping smaller craft. When the pass is busy, as it often is in summer, slower vessels may want to stand off a short distance to check for oncoming powerboat traffic.

A flood current pushing into Northumberland Channel against a strong summer northwester can result in significant chop for a few miles beyond the pass. Also, there can be strong turbulence on ebbs just east of Joan Point. Maximum currents are in the eight to nine-knot range.



Nearby lies one of the great temptations in local passes – False Narrows. This is a pretty pass...in a dinghy. We haven't mustered the courage to go through in our Spencer 35, however. With streams easily reaching four knots, shoal water, kelp and numerous reefs, this is not a safe pass and best left to locals who know it well. •

Anne Vipond and William Kelly are authors of the popular *Best Anchorages of the Inside Passage* distributed in BC by Heritage House.

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# Distinctive Styling Sparkling Performance



By Robert Buller

PHOTO CREDIT: Duart Snow

## SPECIFICATIONS

Length	35'/10.85 m
Beam	12'/3.73 m
Weight	12,368 lb./5,610 kg
Fuel Capacity	154 gal./700 l
Water Capacity	55 gal./250 l
Base Price	\$349,000 US

Test boat provided by and price quoted by  
Fraser Yacht Sales  
[fraseryachtsales.com](http://fraseryachtsales.com)

**FIRST IMPRESSIONS** are important – and at first glance the new Jeanneau NC 11 cruiser is impressive and distinctive. Its styling, including a raked railing and house and an attractive two-tone taupe-and-white hull, says “European” and “performance,” maybe even “serious,” as in “This is a serious boat.”

“NC” means New Concept and it’s completely appropriate. Properly called a sedan, the NC 11 is closer to a performance sports sedan. It was judged European Powerboat of the Year in 2011.

Kevin Pritchard and Mike Claxton of Fraser Yacht Sales, the west coast Jeanneau dealer, recently hosted *Canadian Yachting West* editor Duart Snow and me for a test of the NC 11. It was a calm day in English Bay, with four adults and a half-load of fuel aboard –

almost perfect conditions to demonstrate this new model.

The NC 11 model designation refers to its length in metres, this being a European-designed and manufactured boat. Call it a 35-footer for comparison’s sake. Its European heritage stands out clearly in a variety of styling cues, along with a number of practical design innovations.

First, the power sunroof. It’s as easy to use as one on a luxury auto and creates a huge opening the width of the house and almost three feet deep. The cabin’s all-glass aft doorway, closer to a full bulkhead, telescopes down to a slim 20 inches wide and can be stored at either side of the boat. This extends the cabin’s living space outside onto the large aft deck. Together, the sunroof and

open house maximize open-air cruising in fine weather.

The house is actually asymmetrical on the hull, leaving a narrow but easily walkable side deck to starboard and a wider deck to port. The salon is dominated by a settee with two-person sofa seats fore and aft, and upholstered stools that make the dining area almost U-shaped. The settee is sofa height, nicely lower than dinette height. The full settee will convert to a

## PERFORMANCE

**Test boat engines:** Twin Volvo D3 200 HP four stroke diesel engines, 5 cylinder inline, 146 ci displacement, common rail fuel injection, Volvo Penta EVC-EC electronic shift and throttle, Duoprop sterndrives.

ENGINE (RPM)	SPEED (MPH)
1000	.30
1500	7.40
2000	10.30
2500	16.00
3000	23.30
3250	28.70*
3500	30.75
3950	36.10

\* CRUISING SPEED



The dinette is ultra-flexible, with sofa seats that convert into forward and aft-facing settees. The whole arrangement also converts to a double berth.

double berth for occasional guests.

The aft settee backrest swings forward, effectively turning the settee around 180 degrees to face the aft deck. Then, the bench seat at the transom moves straight back about 15 inches, opening up the aft deck even more. Not quite enough room for a dance band, but entertaining 8 to 10 is easy.

The forward part of the cabin settee also does double duty. The front section pivots up and forward to make an ideal forward-facing seat for two passengers (or three children) in line with the portside helm. We were told that youngsters love standing on that forward seat so they can get their heads up through the sunroof and into the breeze!

The helm is straightforward with a split dash and engine instruments situated above the main console, where there is enough space to mount a full multi-function navigation system. The selection of navigation instrumentation is left to the buyer but Raymarine is most commonly installed in Europe. Garmin or Furuno would fit easily as well.

The helm incorporates another nice design feature. The comfortable and well-positioned seat has a front cushion that swings out of the way on hinges to allow complete access to the door to the portside deck. This makes docking easier and facilitates single-handling.

Standard propulsion is twin Volvo D3 200 diesel engines – new-generation direct-injection, common-rail diesels that deliver improved performance with less smoke and higher efficiency. They are matched to counter-rotating props and their performance under way is outstanding. At low speed, a standard joystick – the Volvo Joystick Docking System – gives



Galley fixtures are built into an attractive portside cabinet - the hinged lid closes to create a spacious counter. PHOTO CREDIT: Robert Buller

the ultimate in direct boat-handling control. A bow thruster is unnecessary.

At idle throttle, a push of a control button locks the wheel amidships, cants the stern drives in toward each other and transfers full control to the joystick. The joystick takes some of the stress out of close-quarters maneuvering by varying engine speed and drive direction. Our demo boat was rafted into a narrow space on the docks at Granville Island, but skipper Claxton eased us out with confidence, only inches away from other boats' transom corners and anchor rollers. It's finger-tip easy to "walk" the boat sideways or spin

it in its own length.

The Volvo engines are mounted all the way aft, reducing noise in the cabin. My sound meter barely registered 85 dB at idle and only marginally higher readings of 89 dB at full throttle. Normal conversation was easy under way. Below the aft deck and immediately adjacent to the engine compartment is a huge storage area, which also provides access to components such as fuel filters and batteries.

The NC 11's performance emphasizes the "sports" element of the sports sedan comparison. The twin Volvos got the hull up on plane in less than a



The master stateroom forward has an island queen berth, with drawer storage underneath and a hanging locker to starboard.



Twin Volvo D3 200 diesels are mounted way aft, reducing cabin noise at speed. There's full-width storage forward of the engines. PHOTO CREDIT: Robert Buller

burner stove and a full oven; the latter appliance is propane-fuelled. A hinged top hides the galley fixtures and creates a spacious counter when closed.

The NC 11 has two staterooms. The master is forward, with an island queen berth, a hanging locker to starboard, and drawer storage under the berth. The guest stateroom is aft and to starboard. It also contains a queen berth, but can be configured with twins. There is not a lot of extra room in this space, but enough to make this a two-couple boat on occasion.

The single head to port contains an electric toilet, sink and full shower. My six-foot height fit without stooping. Fresh water capacity is a generous 250 litres. A fresh water outlet with a short hose is plumbed into the portside swim grid for water-sports enthusiasts.

At \$349,000 base price, duty all in, the Jeanneau NC 11 fits nicely into an affordable "sweet spot" among mid-sized powerboats. For a cruising couple with occasional guests, this sports sedan offers generous living spaces, intelligent features and sparkling performance in a stylish 35-foot package. •

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Robert Buller is a regular writer on boating and marine topics, including equipment and gear. He is an active Power Squadron member and teaches navigation in CPS boating courses.



The power sunroof opens the helm and salon to the breeze in fine weather. PHOTO CREDIT: Robert Buller

minute, and it took only a small adjustment to trim tabs to settle into a comfortable cruise. A moderate throttle setting of 3250 RPM yielded a cruise speed of 25 knots with a fuel burn of 56 litres per hour. Maximum speed is closer to 30 knots at wide-open throttle of about 4000 RPM, but fuel burn climbs to about 80 litres per hour at that rate. On plane, fuel consumption is close to linear; the fuel tanks hold 700 litres.

Handling was positive with a direct and accurate answer to helm inputs. Most impressive was an avoidance maneuver, which simulated dodging an obstacle such as a semi-submerged

log. I sprang this command on Claxton with no warning and he cut the throttle and turned sharply. We came to a near-dead stop almost instantly. Glass-calm waters precluded a test of rough-water handling, but the hull handled repeated figure-eight turns over our own wash with ease.

Despite this nimble performance, the accommodations are generous for a 35-foot boat. The upholstered settee surrounds a table that can fold out to become a dinette as well. The galley extends the length of the salon's port side, with an under-counter refrigerator of 42 litres, a stainless steel sink, a two-

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# Solid Value, DESIGN EXCELLENCE



By John Kerr

## SPECIFICATIONS

Length Overall	37'/11.3 m
Waterline Length	32' 5"/9.9 m
Beam	12'/3.67 m
Standard Draft	6' 4"/1.83 m
Displacement	15,432 lb./7,000 kg
Ballast	4,585 lb./2,080 kg
Sail Area	742 sq. ft./69 m <sup>2</sup>
Fuel Capacity	40 gal./150 l
Water Capacity	95 gal./360 l
Holding Tank	21.13 gal./80 l
Engine	Volvo D1-20 19 HP
Designer	Farr Yacht Design
Base Price	\$180,000 US

**AS THE ONLY** Canadian-based magazine to have visited the Bavaria plant, we were not the least bit surprised to see the quality of the latest new-look Bavaria 36.

The European plant where this yacht is made is one of the most sophisticated in the world. The solid value this boat offers is next to none – a mere \$180,000 landed in Ontario for a 36-footer that features a great interior space with more headroom than most boats in its class. I was impressed too with the quality, fit and finish.

A neat thing that Bavaria is doing now is providing owners access to a fully comprehensive builder's manual detailing every component: every hinge, fitting, fastening and connector. This will have great value throughout any boat's life and is a very tangible benefit of the integrated manufacturing approach Bavaria is using.

Bavaria is also stretching its design team to include the likes of Farr Yacht Design who, along with BMW's USA Designworks doing the interior, have assembled a boat that has the best of what we now call a Euro/American package.

Underneath this boat is a nice flat hull. While some comments continue to float around the docks that a particular boat's interior might be too European in look and feel, Bavaria's solid move to a perfect balance between the best of both sides of the Atlantic does not disappoint. They have produced a boat that has great sailing characteristics and solid metrics for a performance cruiser while still retaining that wonderful Bavaria look. The extra headroom mentioned earlier is a result of the raised cabin and the new hull windows that make the boat as unique as any today.



While we hope to sail this boat soon (when the ice is gone), our European colleagues comment continually about how impressed they are with the light steering and overall layout and as many have noted, it's a perfect boat for family cruising.

Bavaria has gone with a tall Selden spar with a two spreader rig that carries a large fully battened mainsail. Forward, the smaller jib is rigged with a nice roller furler. This boat is clearly a main-driven boat, however, I would definitely add the asymmetric spinnaker to gain the extra speed while reaching. As is typical of today's designs, the control lines are lead aft. Sheeting of the headsails is on the primary winches, the main sheet is sheeted on the cabin top and there is no traveller. This boat offers optional secondary winches; mandatory if you add that asymmetric spinnaker.

When not under sail, the boat is pushed by an efficient Volvo D1-20 19 HP sail drive.

The wide cockpit with its extra wide seating is brilliant and the folding transom doubles as either a swim or dinghy launch platform. Naturally when backed in to your slip, access is easy and makes the cockpit very inviting. There is a folding wheel at the helm, perfect when entertaining and going aboard. A neat functional cockpit table leads the helm that has a well laid out array permitting the addition of extra instruments.

Accessibility forward can be compromised in some designs, but this Bavaria is perfect and open, partially achieved through the sheeting positioning on the coach roof. The anchor locker is secure and deep and the lower profile interior windlass is also nice feature.

The Bavaria 36 comes with a two- or three-cabin option though we sense that the two-cabin version will be the more popular. We can all try to make a boat something more than it is but let's remember the ability to gain that extra storage space with a larger cockpit locker is usually always a win. With the two-cabin version, the second cabin's wall is offset from the centreline to port, providing room for a larger berth.

The navigation station is ample size with room to place the necessary array of electronics below. Wiring access is easy



The forward cabin is ample in size with the main berth being set off by a nice shelf treatment, a bright well-lit interior, good ventilation and solid storage attributes, closets and a neat seat.



The L-shaped salon is integrated forward of the navigation station and is roomy enough to allow six around the folding table with the couch to port.

and the tabletop offers a great workspace. Based on the drawings, the three-cabin version changes up the navigation station configuration to a rear-facing layout that shares the port side lounge.

I mentioned at the outset that this boat exudes roominess and space below; the BMW team clearly did its homework here providing a larger galley than one might expect. Tons of storage space, solid preparation areas and a twin, stainless-steel sink, top-entry refrigerator, twin gas cook top/oven and a neat vent

above. There is plenty of room to add a microwave. Personally, I also loved the stainless offset grab rail that detailed the profile of the galley area; it's there when you need it but integrated so well it's not in the way.

To port, opposite the galley, is a wonderfully large head with solid ventilation complete with large shower stall, vanity and wet locker. It's one of the larger ones I have seen aboard a 36.

The L-shaped salon is integrated forward of the navigation station and is

OTHER MODELS  
32 40 40s 45 50 55



This galley offers tons of storage space, solid preparation areas and a twin, stainless-steel sink, top-entry refrigerator, twin gas cook top/oven and a neat vent above. There is plenty of room to add a microwave too.



To port opposite the galley is a wonderfully large head with solid ventilation complete with large shower stall, vanity and wet locker.



The navigation station is ample size with room to place the necessary array of electronics below. Wiring access is easy and the tabletop offers a great workspace.

#### CANADIAN DEALERS

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roomy enough to allow six around the folding table with the couch to port. Storage is also available in the table.

The forward cabin is ample in size with the main berth being set off by a nice shelf treatment, a bright well-lit

interior, good ventilation and solid storage attributes, closets and a neat seat.

This is a great boat and competitively priced; its quality will be solid and its pedigree is as good as it gets. •

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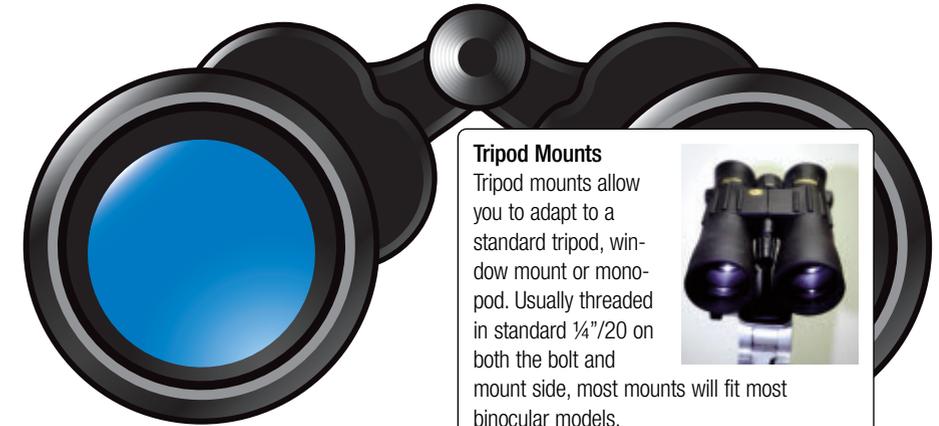
# Marine Binoculars:

## A Shopper's Quick Guide

By Elizabeth A Kerr

**WHILE THE** Office of Boating Safety, Transport Canada surprisingly does not list binoculars as part of its mandatory safety equipment, we would suggest that having a good pair on board just makes good sense.

Binoculars designed specifically for marine use are traditionally stronger in structure and are, of course, waterproof – or should be. In fact, some models even float. Today, we are going to highlight the key criteria for selecting a pair



### Tripod Mounts

Tripod mounts allow you to adapt to a standard tripod, window mount or monopod. Usually threaded in standard 1/4"/20 on both the bolt and mount side, most mounts will fit most binocular models.



of binoculars as well as share a few neat features and accessories.

Most chandleries carry marine-friendly models. Of course, you can always buy online. But we suggest you try before you buy. Like eyeglasses, fit

and comfort do play a role.

Whether a bright sunny day with flat waters or a stormy day with three-foot waves, your binoculars will have to sustain a few knocks. Durability is key. Although experts say that there is no



## Enchanted islands: 32.

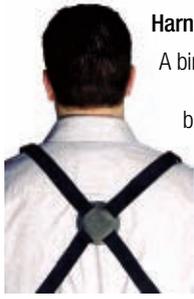


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#### Harness

A binocular harness system is the best way to carry binoculars. Most designs offer very comfortable straps and prevent your binoculars from swinging out.

such thing as a 100% shockproof set of binoculars, some are definitely more rugged than others. Look for armours made of rubber that provide a variety of grips and textures. A well-treaded armour makes your binoculars easier to

#### Hard Case

For storage on boats, a hard case ensures your binoculars are protected.



hold in rough waters and wet weather.

It's assumed that all marine-grade binoculars are waterproof. Make sure, however, that the model you choose carries a waterproof seal. Like with watches, weather-resistant does not necessarily mean waterproof. Leak-free and fog-free features are a must!

Whether manoeuvring around a harbour or navigating our lakes and oceans – where your target is not rapidly changing its proximity – many seafarers favour individual focus models. If you expect to use your binocular more or less constantly or for extended periods, you'll want a model that allows the focus to be

---

**During World War II, the 7x50 earned the name “night glass” for its ability to offer as bright an image as could be obtained in a reasonably sized binocular. It is no wonder then that the most common marine binocular in production today is the 7x50.**

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## ADDITIONAL FEATURES

### Floatable

There are floating models so if you do happen to drop them in the water, you can easily pick them up without worrying your investment has sunk.

### Built-in Compass

There is no doubt that when looking through binoculars for a buoy or marker being able to take a bearing at the same time makes practical sense.

### Rangefinder

This feature allows calculation of the distance to an object if its height is known or calculation of height if its distance is known.

### Image Stabilization

Image stabilized binoculars are designed to minimize image shaking in hand-held binoculars. Higher power binoculars bring the image closer, but the image shift is also greater with even smaller movement of your hands. Image stabilization technology in binoculars ensures instant adjustment of the image to compensate for the motion.

ProMariner's innovative marine binoculars are perfect for onboard use.

Their ruby coated lenses incorporate BAK-4 prisms for great light retention and glare reduction. ProMariner marine binoculars are nitrogen-filled, fog-proof, and waterproof. Best of all they'll float if accidentally dropped overboard.



Steiner marine binoculars were the first to bring a compass to the marine boat binocular. The XP optics keep images sharp even in poor light. Lenses are treated with a protective coating to resist scratching and repel water. Each pair has three eyecups so you can choose the right one for you. Waterproofing is to 10m and Steiner's auto focus system is among the many features.

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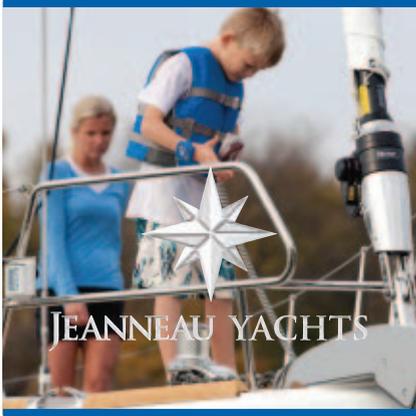
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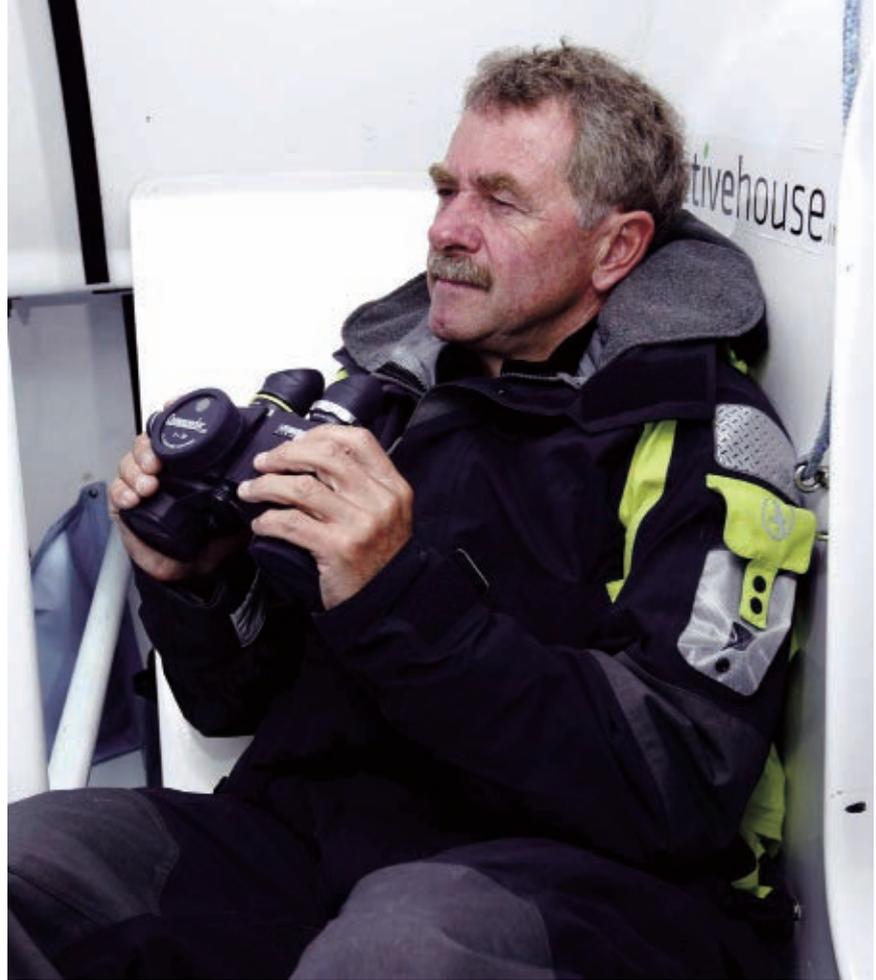


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Attached lens caps ensure you're not fumbling with your lens caps when that once-in-a-lifetime view appears, nor worrying that you'll drop them in an emergency.

customized for your eyes. Sore eyes and headaches are neither fun nor necessary and adjusting the focus for your own eyes will prevent them. If your heart is set on an auto focus instrument, we recommend that you find one that allows for adjustment for both eyes. There are many auto-focus models with individual-adjusted eyepieces.

Magnification is also critical. Don't be fooled by 'more is better.' This is not always the case. The magnification of your binoculars should reflect the task for which they have been purchased. With higher magnification, brightness decreases because the available light is spread over a greater area. Objects are

harder to find and keep centred because the field of view is reduced. In some cases, motion becomes more pronounced losing obvious effectiveness.

Final thoughts:

1. Ask your trusted fellow seafarers what they use.
2. Buy from an established marine dealer or chandlery.
3. Buy from a manufacturer with a good reputation. •

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# Great Resources for How to Weather the Weather

**I'VE BEEN A PILOT** for 37 years and spent 28 years flying passenger aircraft for the airlines – you can bet that the weather was always one of my foremost concerns.

I've retired from the airlines, but my interest in the weather, in forecasting weather and in all of the available resources to help me plan a safe journey, are just as important as ever. It's still a matter of my personal safety, the safety of my loved ones and my friends, except now, I'm at the helm of my own boat.

Weather forecasts can be daunting. As you learn more and more about them, you may feel like there's never going to be a good time to head out! Actually, there are lots of great boating days and as you gain a greater understanding of the weather – what the ter-

By John Armstrong  
with Andy Adams

minology and the forecasts really mean, as well as how the weather patterns typically change through the day, it gets a lot easier to find those great cruising days.

On the other hand, there are definitely days when I don't leave the dock.

I'm concerned that many boaters don't bother to check the weather before they hunker down for the night, let alone pay sufficient attention to it during the day.

A classic example of this happened in the North Channel three years ago:

*The vessel was anchored in The Benjamins when a squall or microburst*

*hit. Severe weather warnings were being issued all day, but this boater chose to ignore them. The boat was at anchor with all the hatches, windows and doors open. When they saw the weather coming, they raised the anchor and headed closer to shore. When the microburst hit, the boat initially weather cocked and then went over on its side. Of course with everything open, it filled with water and rather than righting itself, it went down fast. The occupants jumped into the dinghy, which was securely fastened to the big boat's transom and subsequently both went down together. Another boater nearby came to the rescue.*

This accident was preventable. If they had been paying attention to the weather warnings and forecasts, and if

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This rainbow over Coal Harbour in Vancouver, Canada indicates that it is both raining and the sun is shining simultaneously.

had they closed the boat up when they saw the storm approach, there is a very good chance that the boat would have righted itself with little or no damage.

There's no way to force boaters to pay attention, but for those who value their boat, their safety and especially their families, there are all sorts of great resources to help you "weather the weather".

It makes sense and personally, I find it is always interesting to take a few moments to be a "student" of the weather.

Consulting my favourite key resources only takes a few minutes. The information is both interesting and helpful and it's a matter of safety too. Let's face it, whether you have a raincoat or foul weather gear, isn't it true that the rain only hits when you aren't prepared?

*Weather Ways*, published by Environment Canada gives you general knowledge about weather: the types of clouds, how to read fronts and more.

Modern Marine Weather and the accompanying *Modern Marine Weather Workbook* by David Burch are well geared to boaters and their particular needs. This workbook places the emphasis on surface conditions and forecasts and presents the information in way that a boater will be able to use easily. I like the workbook learning style.

Chris Tibbs' book, *On-Board Weather Handbook*, is also a must for your boat's library. It is about understanding weather conditions at sea, what the clouds, winds and the barometer are telling you.

If you are an offshore cruiser, there's another great resource, but it's not a book! Herb Hilgenberg is an incredible Canadian who has set up his own broadcasting outfit in Burlington, Ontario. You get Herb at HFUSB – 12359.0 on USB, "Upper Side Band" radio.

According to Wikipedia, Herb is a Canadian sailing enthusiast who, since 1987, provides a daily ship-routing/weather forecasting service for vessels at sea. Hilgenberg provides his service free of charge via marine HF/SSB on a frequency of 12359.0 kHz starting at 2000 UTC.

Hilgenberg personally experienced bad weather at sea while sailing with his family. In response to the lack of information about weather on the ocean, Hilgenberg started to contact boats on the ocean and update them with weather forecasts and routing suggestions.

Hilgenberg provides his service to approximately 50 vessels a day, 7 days a week. He operates his service from his home in



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US Patent #6,474,265 Canadian Patent # 2,393,105



Here in beautiful Digby, Nova Scotia, these cumulus clouds – described as "puffy" or "cotton-like" – are often precursors of other types of clouds, when influenced by weather factors such as instability, moisture, and temperature gradient.

Burlington, Ontario and he has assisted the Coast Guard during multiple search and rescue cases. Several people are alive today due to Hilgenberg's efforts. Herb Hilgenberg was awarded the Queen's Golden Jubilee Medal in 2002.

Herb primarily provides forecasts for the North Atlantic between the Eastern Seaboard and Europe, including the Caribbean Sea, the Bahamas Islands and the Gulf of Mexico. Limited coverage is available for the South Atlantic and the Eastern Pacific subject to HF propagation. His forecasts are not available via E-mail, fax or telephone except in case of an emergency. This service is intended for extended offshore passages – remember that one man cannot communicate with all the boat traffic out there.

Herb operates his fixed HF marine land station VAX498 on HF/SSB frequency 12359.0 and appropriate vessels are advised to check in between 1930 and 2000 UTC. He has developed considerable meteorological expertise over the years, and most yachtsmen sailing across the North Atlantic consider that he is more reliable than the official sources, at least for needs of small sailing vessels!

Books are great, but many of us gravitate to our new mobile electronic devices. I can whip out my smart phone and in seconds, probably using an inexpensive "app" or maybe just going online for a few minutes, I can access up to the minute weather info.

On my boat, I also use Sail Flow, which is available on the Internet for forecasting winds. This Internet service opens to a map and it probably geolocates to where you are, depending on your phone's features. Otherwise, you enter the place where you are and where you want to sail to. Sail Flow will then forecast the winds for up to 7 days in advance. The map is easy to read with colour coding, and if you see "red" you stay in.

Of course, the main weather information source for any Canadian boater should be the Environment Canada website for the marine weather. This also opens to a map of Canada and as you scroll over it, callouts help you locate general areas. Click there to drill down and get more area specific as you go.

You get to written weather information in a couple of clicks and here's an example of what you get, "Waves less than one half metre building to one this evening and to two overnight. Waves building to three Monday morning."

So, "less than one half metre" are waves most pleasure craft will have no problem with, but building to two meters



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## FAST FACTS

### Canadian Power and Sail Squadrons

[www.cps-ecp.ca](http://www.cps-ecp.ca)

### Environment Canada - Marine Weather

[www.weatheroffice.gc.ca/marine](http://www.weatheroffice.gc.ca/marine)

### National Oceanic and Atmospheric Administration (NOAA)

[www.noaa.gov/wx.html](http://www.noaa.gov/wx.html)

### Herb Hilgenberg

[en.wikipedia.org/wiki/Herb\\_Hilgenberg](http://en.wikipedia.org/wiki/Herb_Hilgenberg)

### SailFlow

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

overnight and up to three metres Monday indicates weather a pleasure craft should not be out in. It also tells me to search for more information about weather changes and the front that is probably approaching.

If you do your boating on either the west coast or the east coast where you are close to the USA, or through the Great Lakes where you are almost always within 50 miles of the USA, you will want to check with the National Oceanic and Atmospheric Administration (NOAA) online.

NOAA is an excellent service and gets you straight to detailed forecasts for the area you want. On the upper left corner of the website home page, just type in the city you want and hit "Go". You get detailed local forecasts right away.

I have cruised down south as well and the National Hurricane Center is a resource I use all the time I'm down there. This information helps me to plan my trip to make sure that the path I take does not bring me into a weather problem.

Some additional resources include AWS radar that is available through your smart phone. You program the websites into your smart phone. If your boat has radar on board, Doppler radar can measure the intensity of the water droplets, adding another level of information.

Check the stereo system that came with your boat. Many of the marine audio systems are equipped to get Sirius satellite radio and that has a weather feed.

If you would prefer to join a classroom and have expert instructors teach you all about the weather, contact your local Canadian Power and Sails Squadron (CPS) and ask about their advanced and elective courses on weather, navigation and piloting. If I wasn't already trained in weather for my pilot's license, I would start with CPS. They are Canada's best resource for boating education.

Finally and universally, you should always be monitoring VHF Channel 16 in case there is a message like this; "Securite Securite Securite - All stations All stations All stations - This is Thunder Bay Coast Guard with a thunderstorm alert for western Lake Superior. For details go to Channel 21B or 83B". Environment Canada broadcasts weather continuously on several VHF channels. Check for the exact channels in your area.

With no other equipment than just a VHF radio, those boaters whose cruiser sank in The Benjamins should have known that severe weather was coming...there's no excuse.

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# Marine Batteries Update

## New Technologies Improve on the Flooded Marine Battery

By Robert Buller

**BATTERIES LIE** at the heart of most boats. We need them to start our engines, power our electronics, chill our food and sometimes cook our meals. We rely on them but often don't give them much thought until they fail, or outlive their normal lifespan of about five years and need to be replaced.

With major advances in new technologies reaching the marine marketplace, let's take a look at alternatives to the traditional lead-acid battery.

### FLOODED BATTERIES

Liquid or "flooded" batteries have been in use for centuries and in common lead-acid batteries for at least the last hundred years. They are relatively inexpensive to make and their performance, though modest by the standards of today's new battery technologies, is at least well known and predictable.

In marine applications, flooded batteries come in two basic constructions depending on their intended use: starting or house. For starting batteries we want maximum power for a short time, usually measured in "cold cranking amps." These batteries have thinner lead plates but more of them and deliver the strong "bursts" of power needed for starting. But for house applications (lights, appliances, electronics) we need long life under load, the sort of performance that we get from deep-cycle batteries. These have thicker lead plates and will withstand deeper discharge and more use-and-charge "cycles."

The advantage of flooded batteries is their low cost and predictability. Most boaters know what needs to be done to maintain them – most of us, after all, have used one for years in automobile starting applications.

Disadvantages include their weight and bulk, and the need for them to be



Energy 1 batteries are mounted in upright manner on a 65-foot yacht. This installation is larger than normal because the owner did not want a generator so opted for oversized batteries and high-output alternators on the main engines.

kept upright to avoid toxic acid leaking. And their performance is only so-so compared to newer technologies. Most troubling is the amount of maintenance they require. Liquid levels need to be checked regularly and water added if necessary. Out-gassing is constant, unpleasant and can be corrosive to nearby electronic equipment. Heat is generated during recharge, and "boiling over" and fluid loss is a constant danger. Recharging is always slow.

Only a small amount of the total capacity of a flooded battery can be used before recharging is needed. At 50 percent discharge the battery is commonly considered "flat," while many manufacturers recommend not going below 35 percent to maximize battery life. A fully charged battery might have 100 amp-hours at a full charge of 12.8 volts. But this would be considered fully discharged at only 10.5 volts and with 75 amp-hours remaining. Most manufacturers recommend recharge after a drop to only 11.8 volts.

Deep-cycle batteries, such as those used in golf carts, can handle a deeper discharge but still require a long time to recharge. All flooded lead-acid batteries

are limited to the amount of charge current they can accept – a maximum of 25 percent of rated output. So a 100 amp-hour battery can only be charged at 25 amps. Recharge is a slow and tedious process that will take several hours and require an external charging source such as a noisy generator or the alternator of a main engine.

Common lead-acid or flooded batteries are adequate for marine use but newer technologies have proven to perform better and are worth a serious look if battery replacement is needed, or an upgrade is desired.

### AGM AND GEL BATTERIES

These similar battery types are more accurately called "sealed valve regulated lead-acid" (SVRLA) batteries. Both use the basic chemistry of lead-acid, but gel versions use a gelatinous substance for the electrolyte while absorbed glass mat (AGM) batteries use a porous mat between the lead plates. These hold the electrolyte (sulphuric acid) and conduct the electrical reaction. Both of these technologies result in a completely sealed bat-

*continued on page 75*

THE

# Port Hole

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



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

**On** page ten is Keith Roberts' piece on Skipper's responsibilities, with checklists that should be consulted before casting off.

The presumption is, of course, that all of us who are dedicated CPS members who have taken as many courses as we could manage, given other time commitments, and who spend as much time on the water as we can possibly manage, would have all these lists burned right into our DNA.

Great presumption. What happens when both the Skipper and his boating safety conscious First Mate forget all the rules in one rash, impulsive moment? The end result is that the duo become very aware that taking a few minutes before casting off can save considerably more minutes of very serious concern.

And, yes, we did it. Years ago, while we were living in Ste-Anne-de-Bellevue, with *Hirondelle* berthed at the Ile Perrot Yacht Club. The yacht club and the tie up wall for the Ste-Anne locks were separated by a short length of Lac St-Louis, a little channel which was the safe route away from certain boat-hungry rocks, and another tiny bit of lake leading to the lock wall. Just above the wall was the finest ice cream parlour in the known world, a favourite evening destination for local boaters.

So, one spring evening, when we had been working on the boat all day, it wasn't unusual that Jack would suggest we run over to Ste-Anne for an ice cream break. We didn't have the mast up, but *Hirondelle* travelled comfortably and reasonably quietly under

our trusty little inboard motor. Impulsively, we cast off.

An hour later, our souls refreshed with double scoops of made-on-the-premises maple walnut, we headed back to the yacht club. It was dark by then, but that wasn't a problem. I had developed cat's eyes and could spot both buoys and potential danger in shadows. The problem arose just after we had passed through the little channel and were on the last leg home. Without warning, the engine cut out.

The engine, as I said, was totally trustworthy. However, no gasoline engine is going to run far without gas. Jack hadn't checked the fuel supply before we left the yacht club. And that's about the time we realized that it was spring in Quebec, it was somewhat less than warm, we didn't have water on board, or any way of making a hot drink, the bunks were not made up, and we didn't have our parkas with us. Without the mast, we didn't have our VHF radio and, by now, we were probably the only boat on that stretch of water. Even if we had been carrying paddles, *Hirondelle* was not the sort of craft that could, logically, be moved with paddles for any distance.

The next few minutes were distinctly uncomfortable – so much so that, years later, I can still feel it – not a sense of panic but, rather, a growing sense of deep concern that seeped into every inch of our beings.

Fortunately, Jack had learned to sail when he was 12, in a canoe on the Delta Marsh in Manitoba. Fortunately, *Hirondelle* was the most

forgiving craft ever built. Fortunately, a small breeze came up. Jack nursed that breeze and sailed *Hirondelle* home on hull alone. It was one of the most masterful performances I have ever witnessed.

We considered abandoning her for the night on the outside of one of the yacht club docks, but given how well she had treated us, it didn't seem fair. Jack tried the engine and discovered that there was a gasp of gas left – just enough to allow him to bring *Hirondelle* safely back to her own dock.

We went for a bowl of hot soup. We didn't even need to talk about the evening. We both knew that we both knew that, while we would run into trouble periodically, which does happen in a 50-year-old wooden sailboat, we would never again do it to ourselves. 



**Catherine McLeod, AP,**  
*National Administrative Officer*  
*Peterborough Squadron*

**If** you have already renewed your CPS Membership for the coming year, I want to say “Thank You” for your continued support. If you haven’t had a chance yet to renew, why not take a moment after you finish reading this article to go online and renew, or get a cheque ready in an envelope along with any invoice you may have received and mail it when you go out later to do some errands.

There are many advantages to maintaining your CPS membership and your National Administrative Department is working hard to give you more reasons to do so. Our National Coordinator of Sponsorships, Partnerships, and Member Benefits Art Rendell, AP has been working hard to establish new benefits that we can offer you as a CPS member to make your membership worthwhile.

When you are online processing your renewal, please check out the CPS website ([www.cps-ecp.ca](http://www.cps-ecp.ca)) under Member Benefits to see the growing list of benefits available to you. If you log on, you can get more details on the Members website under Member Benefits with links to our various partners, all designed to save you some money in a variety of areas, and give you a benefit for being a CPS member.

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- Travelling? Call National Car Rental (the National phone number versus a local provider) and rent a car at a discount.
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- Need boating supplies? Get your discount coupon for Natural Marine products from Alex Milne Associates Ltd. and help save the environment at the same time. Check out the Fortress Anchors, currently offering a 20% mail in rebate off the retail price from Alex Milne Associates Ltd. through October 2012.
- Buying a marine radio or adding an AIS system to your vessel? Take advantage of the discounts offered by ICOM Canada on its various products. Order online from Weems & Plath and use the coupon code found on the Member Benefits

page to save 25% on your purchase.

- Check out CPS Ship’s Store and buy your Salus Marine Wear Lifejacket, complete with CPS logo, for 15% off the retail price. Not the type of lifejacket you need? Order any lifejacket that Salus sells through the CPS Head Office and you will get a 10% discount off the retail price – even if the one you need is for the boating dog, or cat. And don’t forget that Salus offers the only award winning lifejacket suitable for newborn babies.
- Order your Ports Cruising Guide online at the Member Benefit website and receive a 25% discount on the retail price, an exclusive offer only for CPS Members.
- West of Ontario, drop into a RONA and be sure to go to the sales desk to get your 10% discount off your purchases.
- On the West Coast and in Ontario, sign up for a towing package with C-Tow at a 33.3% discount. Without this insurance, the cost for a tow on the water can be astronomical. Both these two benefits will be expanding to other areas of Canada in the future.
- Complimentary subscription to either Canadian Yachting Magazine (English) that contains our member magazine, the *Port Hole*, or L’escal Nautique (French) that contains our French member magazine, *Le*



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Alain Brière, N

*Hublot.* With your Canadian Yachting magazine you also receive two extra issues that do not contain our magazine. West Coast Members receive the Canadian Yachting West Coast Editions.

- Belonging to CPS means belonging to a fraternity of like-minded people, interested in recreational boating. There are friendships to be made and social events at all levels of CPS that you are welcome to attend.
- Increase your boating skills by taking any of the courses offered to members by CPS.

Considering all this, we hope we have encouraged you to renew your membership right now if you haven't already done so. 🇨🇦

## National Volunteer Week April 15 – 21

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! <http://volunteer.ca/nvw> for details

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

Dear Joan,  
I am writing with regards to some errors in the Port Hole February 2012 edition. Under MAREP Awards, Oak Bay Squadron did not win Best Squadron. Brentwood Bay Squadron won Best Squadron for MAREP. Under Officer of the year award for Western Provinces, the award was won by Dawna Burton Brentwood Bay Squadron. Not Brentwood Squadron. Although these may seem like small errors, I would ask you to please correct them for the next issue of Port Hole. These are National Awards and should correctly identify the Squadrons that won them.

Best Regards,  
Len Burton  
Commander, Brentwood Bay Squadron

The Alex Milne Associated Natural Marine Trophy was wrongly identified in our February issue listing of National Volunteer Awards. on p. 110 of our February 2012 issue. The second one down, left column, should be called Alex Milne Associated Natural Marine Trophy (not the Boat Armour Trophy).

# Communicating in the Mobile Age

**Tony Cook, S**  
*Chair, National Communications Committee  
 Toronto Squadron*

It seems just a couple or three years ago that the only people with smartphones were busy executives working for large corporations whose management could afford to subsidize the use of the addictive Blackberry and, sadly for the user, bring them into 24/7 contact. The rest of us, if we used a cellphone, had to be content with the basic Nokia or Sony.

Now, my grandkids and all of their contemporaries feverishly work their thumbs over smartphone keyboards of one kind or another, texting each other even in the same room. When they are not texting they are posting to Facebook or, to an increasing extent, Twitter. The older generation who think they might connect with the kids by “friending” them will feel that they are on a different planet. Deciphering the abbreviations, acronyms and slang will defeat all but the most determined, leading to the dreaded decision to “unfriend”. (Don’t tell my grandkids – perhaps they haven’t noticed).

Smartphone ownership is growing by leaps and bounds, their ringtones heard everywhere, even in the concert hall, to the dismay of music lovers, not to mention conductors. Add to this the explosive growth in the use of tablet computers and we have a seismic shift in the way people are accessing information sources.

If the trend is more and more to the use of mobile devices in accessing the web, TV, email, newspaper and magazine subscriptions, then Squadrons need to be sure that their communications with members and

potential students are compatible with the mobile world. Failure to ensure that the squadron website is readable on these screens will mean that your message will be lost.

Review how your web site and bulk email messages appear to the mobile user. If your website is “blown away” when viewed on an iPhone, then it’s time to make serious changes.

One way to ensure your broadcast messages are formatted correctly is to avoid using your own email client (Outlook, Gmail or Yahoo, for instance). Unless you have the time to work through the vagaries of the many email clients in use by your intended audience, your time would be better spent using a tool that is designed for the task, since none of the standard email programs were designed for bulk mailing.

Companies such as MailChimp <http://mailchimp.com/> and Constant Contact [www.constant-contact.com](http://www.constant-contact.com) (there are others) offer free services that will easily meet the mailing requirements of CPS Squadrons. Prepared templates make the design task quite simple and support information helps avoid content traps that may send your message into the Junk folder. Importing extensive mailing lists that can be exported from your current lists, such as the Excel file produced by the WBAS membership lists, are easily handled and updated. Free services require that their logo appears in the message template – not a serious concern considering the service provided.

Reports are generated which can include such information as to which of the recipients actually opens your message. A recent mailing to my Squadron resulted in just over 40% of the list opening the



message, and this is 20% higher than the sector (non-profit) average. That was an eye-opener.

Some Squadrons, notably those in York West District, have adopted use of the GroupMail software. <http://www.group-mail.com/> While there is a free edition, it is not recommended as being too restrictive. The YWD squadrons which have adopted this product are using a paid version which costs about \$140 USD.

The take-away from this? If we believe that simply sending a message to the membership will result in universal communication, then we should think again. As I wrote in the last issue, communication takes many forms and we need to make use of as many as possible to ensure contact is made.

Electronic communication is changing rapidly. What worked last year may not work in 2012. Please take the time to review your communications strategies and make use of the new technologies available to you. 

Follow CPS on Twitter:

 [twitter.com/CPSboat](https://twitter.com/CPSboat)



# JET SET

Bradley Schmidt

It is a safe assumption that by the time you read this, Spring has sprung in most parts of the country. This is an exciting time of the year. Opportunity abounds for those who decide to seize it. What do you have planned for the summer ahead? Maybe this is the year for that long awaited voyage to Bowen Island, a weekend in or around Peggy's Cove, or a trip from Lake Ontario to Georgian Bay on the Trent Severn Waterway. Will you get on a wakeboard for the first time? Are you planning to camp on an island as we discussed in the last column? No matter what your plans, make time for your local summer festivals and shows.

Too often we take for granted the hours of planning and preparation (often by volunteers) that go into these annual events. It should come as no surprise to CPS members that involvement at any level, from sponsorship to planning, volunteering, or even just attending events can greatly enrich your life. In Central Ontario alone, you could easily fill your summer boating calendar with summer festivals, small and large.

The Orillia Perch Festival, a great reason to get your boat on the water early in the season. Fishermen delight in this annual fishing derby, one of Canada's largest, now in its 31st year, which happens this year from April 21 – May 12.

The Victoria Day long weekend, this year May 19-21, is the unofficial kick-off to summer. A live concert at the Kee to Bala on beautiful lake Muskoka is an annual ritual for many. Better yet, have you ever taken in a fireworks display from the water? The experience is truly second to none. Most waterfront cities allow this, provided the boats are a safe distance back. Usually this is strictly enforced by the OPP. If you choose to do this, please make sure your lights are working and that you are comfortable navigating at night.

June 23 marks Orillia's Christmas in June festival, which is a large rendezvous for decorated boats. This is a common theme at many marinas.

Canada Day festivities are very popular. If you missed the opportunity on Victoria Day, don't forget about the fireworks. Recently we learned that our local cottage association holds a Canada Day boat parade, something we are looking forward to attending. Boats gather at the deadhead in Whitefish Bay in Kashwakamak, dressed in patriotic colours, and slowly navigate the waters as cottagers on



Orillia's Christmas in June festival

shore watch admiringly. If your local association doesn't do this, there is still time to organize the first annual parade!

If your boat is an antique, or you enjoy getting up close and personal with vintage boats, the Antique and Classic Boat Show at the Wharf in Gravenhurst is a must-do weekend. It takes place July 7. If all goes according to plan, a certain Nomad Camping Trailer / Boat may well be debuted here, better late than never, I guess.

July 7 – July 15 is Ontario's Family Fishing Week. Canadian residents can fish without a licence all week long. There are festivals and events occurring all over the province.

The Orillia Waterfront Festival and In-Water Boat Show goes down August 10 – 12, and includes the cardboard boat races, another perennial favourite. Why isn't your club organizing an event like this? It's a great way to get the community together and encourage corporate sponsorship. Naturally, hilarity ensues as the boats inevitably sink.

Now this is just a small sampling. Not all of these cater directly to boaters, but to me, finding new places to explore is one of the best parts of the hobby. For example, Peterborough's Folk Festival is a great destination to take in some great folk music, a thriving night life, and great trailer-boating opportunities. Give it a try, see what plans you can make for the Summer of 2012, and tell us about them. We will publish the best adventures in an upcoming Jet Set. 🚤

# CASBAs recognize heroism and outstanding accomplishments

The Canadian Safe Boating Awards (CASBAs) are like the People's Choice Awards of Safe Boating. On January 15th, the Canadian Safe Boating Council hosted its annual CASBA ceremony to recognize the efforts of the general public, volunteers, professionals, agencies and organizations that have distinguished themselves in the fields of boating safety and environmental stewardship during the 2011 boating season. The winners were selected from a host of nominations received from the public at large, covering boating safety stories from Kelowna, British Columbia to Lewisporte, Newfoundland and the Northwest Territories.

The safety and enjoyment of approximately 16 million Canadians on our waterways every year is due in large part to individuals and organizations like these award winners. Recognizing them is important and telling their stories will inspire others.

The CASBAs span a number of categories and the winners that displayed their dedication and heroism in 2011 are as follows:

**Rescue of the Year** – The Hamilton Police Marine Unit of Hamilton, ON, Matt Allcroft, Tom Bennett, Marty Bushell, James Suthery, and Ian Woodhouse, for the rescue of a group of student rowers during a sudden gale on April 28, 2011 in Hamilton Harbour. 160 members of the Leander Rowing Club, of varying levels of experience, hit the water at 5:30 a.m. for rowing practice in 22 rowing shells, accompanied by four 12-foot aluminum motorized safety boats. None of the students were wearing a personal flotation device. Some time after rowing practice began, nine found themselves in the water, clinging to broken pieces of a racing shell, while others struggled to get their vessels back to shore. The call came in to the Hamilton Police Service at 7:20 a.m.. Officers Woodhouse, Allcroft and Suthery deployed the Alliance, while Officers Bennett and Bushell headed out in the RCMP's rigid hull inflatable boat (RHIB) Hurricane. The Marine Unit of the Halton Police Service assisted in the rescue effort with two additional vessels, although one was forced to return to base, because weather conditions exceeded its operating limitations.

**Top Volunteer Dedicated to Safe Boating** – Duff Dwyer of the Canadian Coast Guard Auxiliary (CCGA) in Midland, ON for his lifetime volunteer role in the Canadian Coast Guard Auxiliary and Canadian Power and Sail Squadrons (CPS). Duff Dwyer has been a search and



Volunteer of the Year: Douglas "Duff" Dwyer – "Get a Check and Avoid a Wreck" - Vessel Courtesy Check ensures more than having the proper equipment on board but it ensures the boaters know how to use the safety equipment they have onboard.

rescue volunteer with the Canadian Coast Guard Auxiliary for the past 21 years. At one time throughout the period, he was District Training Officer for the Central and Arctic district, and today continues to conduct training courses in the region for the Auxiliary. Duff has also been a member of CPS, and taught safe boating in the classroom environment. Not convinced he was doing enough, Duff approached several of his colleagues in 1998 to gauge their interest in becoming Boating Safety Specialists. Duff's enthusiasm was infectious, so he and several others took the training, which included instruction in Pleasure Craft Courtesy Checks (PCCC's), and Displays and Presentations by the Canadian Coast Guard. He later went on to take Instructor Training with the Coast Guard. So, since 1999, as a qualified Boating Safety Specialist, Duff has conducted PCCC's in the Midland and Penetanguishene area regularly.

**Marine Professional of the Year** – Colin Hiscock of Transport Canada in Lewisporte, NL for his role as an extreme marine safety advocate. Colin volunteers with schools to promote safe kayaking and other forms of boating, organizes yearly Kayak Newfoundland and Labrador Safety days for kayakers and canoeists and, through his enthusiasm, enlists the help of fellow canoeists to enhance the skills of participants.

**Special Recognition** – Marty Tannahill of the Ontario Recreational Canoe and Kayak Association in Toronto, ON who is revered for his expertise as a paddling instructor. Countless Ontario paddlers are grateful to Marty for teaching safe canoeing over the past 20

years and more. A Master Canoeist, he has mentored and developed Ontario's future canoeing instructors.

**Ontario Power Generation Best Boating Safety Initiative** – The Lifesaving Society of Alberta and Northwest Territories for its Lifejacket Loaner Program. In an effort to help Albertans better prepare to hit the water, the Lifesaving Society expanded its innovative Lifejacket Loaner Station Program to seven provincial parks across the province after a very successful pilot in 2010.

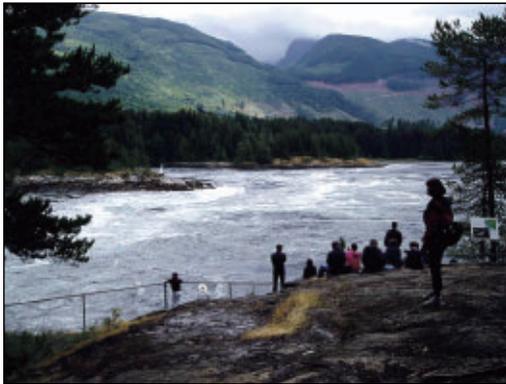
**Safeguarding the Environment** – Champion Marine of Kelowna, BC for its Green products and procedures in sportboat manufacturing. The company builds the world's greenest power boat. Now, with every step in the manufacturing process, the company asks itself: could we be carrying out this step, or building this piece greener?

**Marine Industry** – "RESCUE STREAMER" Distress Signal – invented by Dr. Robert Yonover of See/Rescue Corporation and distributed in Canada by

TSL Response Technologies Ltd. in Caledon, ON. The Rescue Streamer was first developed for the military and approved for use by the US Air Force, Army, Coast Guard, Marine Corps and Navy. It is now available to recreational boaters. The Rescue Streamer makes the victim a larger target.

**Visible Personal Flotation Device (PFD) Wear in Advertising** – The Lifesaving Society of Quebec for its video promoting lifejacket /PFD wear by fishermen. Television advertising is not for the financially faint of heart. For a non-profit organization, it's downright daunting. Société de sauvetage, division du Québec (the Lifesaving Society, Quebec) scored a big hit in 2011 for its ingenious use of humour to promote the wear of personal flotation devices (PFD) among hunters and fishers in the province. 

Visit [www.csbcc.ca](http://www.csbcc.ca) for more information.



## Falls and rapids: Delights along British Columbia's Sunshine Coast

Diane and Mike Heinrich  
*Bellevue USPS Squadron*

Skookumchuck Narrows, a salt water rapid at the entrance to Sechart Inlet, BC, during strong ebb tide. Mark Reed photographer.

On the way to Chatterbox Falls along British Columbia's sunshine coast, we stopped at the Egmont community which consists of a couple of marinas and a public wharf next to the Bathgate General Store, Resort and Marina. We'd visited Chatterbox Falls many times but this was our first time tying up at the Egmont public wharf, which has a 50-cent-per-foot moorage and a terrific dock.

We stopped to see the Skookumchuck Rapids in which folks come from around the world to run in their stubby kayaks. Getting there took most of an hour; we walked from the public wharf up the hill two blocks then turned left to hike through beautiful country, skirting Brown Lake along the way. The well-travelled trail approaches five feet wide in spots.

The rapids were a sight to behold and we shared the view with about 30 people that September evening. We spent an enjoyable hour watching both the rapids and the kayakers before trekking back to the boat.

The following morning we headed up Jervis Inlet, timing our passage to hit Malibu Rapids at slack water for the last leg leading to Chatterbox Falls, four miles

upstream. Describing the falls as tranquil and serene wouldn't do justice to one of our favourite boating destinations. We prefer to visit from May through the first week of June or from September on, when the competition for dock space has all but evaporated.

If you bring your own outdoor cooking provisions, for years to come you'll remember a dinner made over an open fire, and it's also a great way to get acquainted with fellow boaters. If you decide to go hiking, the longtime resident (summertime) park ranger can address mishaps on the trail and summon help as needed.

On our way home, we visited majestic Friel Lake Falls, where we enjoyed an unobstructed view of the 1,400-foot waterfall with our bow only feet away. What a sight!

We spent the night in the Harmony Islands, trying numerous times to get the hook to bite into the rock bottom. I put a lot of faith in our stern tie that night, but luckily the water was calm enough to shave by. Our next day's departure provided the only ripple to be seen. *Courtesy USPS Ensign Winter 2012, used with permission.*

# Hypothermia and lifejacket wear

Many boaters who drown believed they were good swimmers, so having a PFD on board and within easy reach might seem good enough. But what good is a PFD that is stored under a seat or under the bow going to be when the unexpected happens? Most drownings happen when small boats capsize or someone falls overboard. The PFD that you leave behind is not much use, especially in cold water.

In Canada, many boaters like to extend their boating season as long as they can so the water temperatures at the beginning and end of season can be very chilly. There are also parts of this country where water temperatures remain cold all year around. We've all heard about hypothermia which can lead to many problems such as disorientation and rapid incapacitation, but the real shocker is found in the new research on sudden cold water immersion.

Death from sudden cold water immersion happens very, very quickly. Research by Dr. Michael Tipton, a leading expert in cold water immersion has shown that the "gasp reflex" from sudden immersion has led to more deaths than previously known. The reaction causes a sudden uncontrollable gasp, followed by 1-3 minutes of hyperventilation. The initial gasp can cause you to inhale up to two litres of water, causing drowning. This volume of water will cause an individual not wearing a PFD to sink and not reappear. If the first gasp of water is not fatal, hyperventilation will lead to the rapid onset of severe hypothermia and death.

So if the "gasp reflex" doesn't get you initially, you still face the effects of hypothermia. In cold water your extremities will quickly numb, making it very difficult to swim or to don a lifejacket in the water and rescue yourself. The onset of the second set of symptoms leading to death by hypothermia can occur even if we end up in water as warm as 60 degrees. Being in cold water for an extended period of time can result in severe hypothermia, which causes your body to begin shutting down, resulting in death from cardiovascular failure.

So the message is clear. Having your PFD on before you end up in the water will greatly increase your chance of survival. But most boaters don't. The common reasons stated for not wearing a PFD are: "they're uncomfortable;" and "it's not fashionable." Well that doesn't fly anymore. Things have changed and there is a new generation of PFDs and Inflatable PFDs that are much more comfortable than the old standard lifejackets, which puts these objections to rest.

The most comfortable lightweight approved PFD or lifejacket you can wear is one of the new Inflatable PFDs,



available in vest or pouch styles. Both of these types are manual Inflation PFDs, but a few models are available with automatic inflation which instantly inflates the PFD when you hit the water. In order to be fully functional, the pouch style requires the wearer to be conscious and able to place the inflated vest over their head. To meet Canadian Small Vessel Regulations, inflatable PFDs must be worn at all times when aboard and underway and may not be worn by, person under the age of 16, or weighing less than 36.3 kilograms.

When choosing a lifejacket or PFD follow these simple guidelines. Choose one that is suitable for the activity in which you are involved and check the label to make sure that it is Canadian approved and is of the correct size. And lastly, make sure it fits snugly and is comfortable.

So there you have it. No more excuses for not having the right lifejacket or PFD... and no more excuses for not wearing it. Boat Safe – Return Safe. Enjoy your time on the water and "have many happy returns." 🇨🇦

*From the Halifax Squadron,  
<http://cpshalifax.ca/SafeBoating/WearIt.php>*



Photo : USCG

# Skipper's responsibilities:

*check list before setting out*

**Keith Roberts, SN, Course Director, Boating  
London Squadron**

Being in charge of a vessel carries many responsibilities. They begin before the boat gets under way, and continue until it returns safely to port and has been secured. The skipper is responsible not only for the safety of the boat and those on board, but also for their behaviour. These responsibilities include legal requirements, appropriate environmental action, prudent steps for the skipper to take, and acts of common courtesy. The skipper must ensure that all rules and regulations are observed. The skipper's boating mate should also know the rules and regulations for boating safety.

Before leaving the dock, the skipper should ensure the

boat is seaworthy, and able to avoid situations which could lead to an emergency. Safety equipment, both mandatory and optional, should be checked to see they are in good condition and readily accessible; the bilge should be checked for water. Fuel, oil, and fresh water levels should also be checked. A radio check should be done, and charts covering the waters of the intended cruise should be laid out. Plan the navigation route. Study the charts to plan a safe route. It is very important that you do not forget to check the weather. This means checking both a weather forecast and making your own check of the prevailing weather signs. If the water is rough, with many whitecaps, wait for conditions to improve.

The load capacity given on the vessel's capacity plate should be determined. This is the total permissible load, including the weight of the engine, fuel, gear, and passengers. The boat must not be overloaded, in excess of the recommended gross load capacity or the equivalent number of adult persons, as applicable. The number of people the boat can safely carry will depend on the type of boat, the water and weather conditions, the amount of equipment, and the way the passengers are distributed. Overloading is dangerous.

The skipper should have the experience and skill for the trip that is planned. Make a checklist. Suggested items to be included on such a list are:

- ensure that navigation equipment, charts and publications are serviceable and up to date
- make sure you have your PCOC
- check for gas fumes
- make sure there is adequate fuel on board
- make sure the electrical system is operational
- on a PWC and some boats, check that the automatic stop switch lanyard is attached
- check that the required safety equipment is stowed in an accessible location

Items for crew comfort should also be checked: cold drinks, food, sunscreen, blankets, etc. Some boaters even carry extra hats.

Both vessel and crew should be checked with the intended use in mind. A boat and crew that are going offshore require different equipment and talents from one that will make a 10-minute trip around the bay.

An excerpt from the Canadian Power and Sail Squadron's Boating course; if the planned cruise is expected to last overnight or will cover a long distance, it is wise to file a trip plan with some responsible contact person. The plan should include the details required to initiate a call for search and rescue, if that should become necessary. The contact person should also be familiar with these emergency procedures. During the trip, keep the plan updated, and the contact informed, to avoid an unnecessary call for search and rescue. 

*The preceding information has been taken from the Canadian Power and Sail Squadrons' Boating Course, 10th Edition 2011.*

You can download a blank Trip Plan at [www.cpsboat.ca](http://www.cpsboat.ca). Click on Boating Resources, Downloads.



## Crewing 101: 10 things crews should know

All crew members should have some basic skills before heading out on the water. Here are 10 things your crew should know:

1. Location of life jackets and fire extinguishers
2. Basic operation of the VHF radio
3. How to start and stop an engine
4. Location and operation of seacocks
5. Basic understanding of controls
6. How to locate your position on paper and electronic charts
7. How to identify and follow a channel
8. How to bring a boat close to a dock
9. How to respond to a man-overboard situation
10. When not to help

If you don't feel confident teaching your crew these skills, encourage them to take a boating course or attend an on-the-water training session, should one be available.

Courtesy USPS Compass, December 2011, used with permission.

## Keep your Charts Updated:

Subscribe to the monthly edition of Notice to Mariners to receive chart updates by email: <http://www.notmar.gc.ca/subscribe/>



# Flexibility and maximum exploring time

- the advantage of trailering

**Ed Radonic**  
*Oakville Squadron*

Flexibility is what Ed Radonic and his family were looking for when they purchased their 26' MacGregor in 2005. The ability to quickly arrive at a new location and have the maximum time to explore is what Ed and his wife Roxanne, both members of Oakville Squadron, found so appealing about their trailer-sailor.

Being members of Port Credit Yacht Club in Mississauga, allows this family the opportunity to freely explore the Lake Ontario area. Some of their favorite cruising destinations in Lake Ontario have been Centre Island, in Toronto, Fifty Point in Stoney Creek and across the Lake to Wilson, NY. However, unlike most other sailboats, with their trailerable boat, they have had the opportunity to reach locations outside of Lake Ontario on a much more frequent basis. In addition to this, the MacGregor has a completely retractable

centerboard giving the boat a 12" draft, this allows the boat to get into areas that others sailboats cannot. This shallow draft also gives the boat the opportunity to be beached or come close enough to the beach that you can step out into knee-deep water. The Radonics have taken advantage of this many times at beaches in Georgian Bay. The beaches on Beausoleil, Beckwith, and Christian Islands were some of the favourite destinations for the Radonic children, Thomas, who was 7 and Alexander, 4. As Thomas said at the age of 5, "I wake up in the morning with the lake as my front yard and the beach as my backyard!" "Each and every time we arrive at a beach without fail every boater in the area shakes their head as we approach the shallow waters. Assuming that our boat has a fixed keel they stare at us in wonderment waiting for us to go aground" explains Ed.

With the children, the Radonics would plan two seven-day trips to Georgian Bay each summer. In Georgian Bay, they enjoyed beautiful sailing, quiet beaches that are only accessible by boat, plus their kids found a new love: hiking the trails on Beausoleil Island. They did not just limit themselves to Southern Georgian Bay; in 2005 they sailed in the Parry Sound area, making their way up to Britt and up the Key River. "In the rocky waters of Georgian Bay the retractable centerboard definitely comes in handy," says Ed.

Also in 2005, they launched their boat in Midland and sailed in perfect conditions to Collingwood, anchoring at some of their favourite islands/beaches along the way. In Collingwood, they stayed at the Cranberry Resort Marina, which gave them access to the pool and resort facilities. There was no time to relax on this trip, with two small children they took a taxi to Intrawest Village, to the splash pad, they toured the Scenic caves and went on the Suspension Bridge.

In 2006, they kept their mast down, motored from Midland to the Severn River, and went over the Big Chute Marine Railway with their boat. This was an exhilarating experience for the children. Being portaged up hill, over land, on rails, in their boat, is definitely an experience they won't forget any time soon. Continuing up the Severn River through several Locks, they made their way through Sparrow Lake to Lake Couchiching.

One summer they took the MacGregor up the Trent River through Rice Lake and up the Otonabee River to Peterborough. This incredible trip began in a small town called Trent River. Ed decided that he did not want to waste the day traveling, so instead of beginning the family trip on Friday morning as planned, he wanted to leave on the Thursday night. By the time, he down-rigged the mast (which he has become extremely proficient at) and got the family in the car with all the gear needed for a



week on the boat, it was 9:00 pm. They headed out in the dark to a place that seemed to be in the middle of nowhere. Earlier, Roxanne, being the planner, had found a public boat ramp in this small town, and with a few phone calls, she decided that it would work for the length and weight of their boat.

Following their GPS, they arrived in Trent River without any trouble. Ed took his flashlight with him and walked down the boat ramp into water above the knee to check out the condition of the ramp and depth of the water. After determining that it was all-good, by the light of one streetlight they successfully launched the boat without incident. They were able to tie up on the



concrete wall. They transferred their two sleeping boys to the boat along with all their gear and food and spent the night on the wall.

In the morning, Ed woke up early and drove their van to Peterborough, as this was going to be their final destination. Ed then took a taxi back to the boat and by 10:00 am, they began their journey to Campbellford. Leaving their vehicle and trailer at their final destination allowed them to travel twice as far, because they did not have to return to their starting point. Campbellford was a lot of fun, with great restaurants and great scenery, not to mention an amazing bakery. Ranney Falls, and Healey Falls were beautiful but riding the Hydraulic lift lock in Peterborough was definitely a highlight.

In total, the Radonics took three separate trips to the Trent/Severn waterway and have pretty much completed the whole system in small sections at a time. "We always wanted to travel through the entire Trent-Severn waterway," said Roxane but it would have been far too difficult to do it in one trip, with the children. Our trailer-sailor has given us the opportunity to spend more time exploring the beautiful scenery and the quaint small towns along this waterway, because we were able to break it up into three smaller trips."

One thing Ed noticed was that through all of his rigging experience, he has learned a lot about fine-tuning his mast and sails. Many other sailors have admitted to him that they have never rigged a boat before. Ed can completely down-rig the sailboat in approximately one and a half hours, (this includes having the mast completely secured for trailering). He doesn't always look

forward to this work, but it always ends up being worth it, allowing the family the opportunity to explore a new location that they wouldn't have otherwise gone to.

One of the family's longer distance trailering experiences includes a trip to New York City. On this trip, they sailed past the Statue of Liberty and completely around the island of Manhattan. They continued down the coast of New Jersey for a few days then on the way home they launched the boat into two different Finger Lakes in New York State to explore this beautiful cottage/wine country. "Trailering has definitely cut down on our travel time and allowed us to experience more time sailing at our destination," said Ed.

In fall, 2007 the Radonics trailered their MacGregor to Halifax, Nova Scotia. Launching the boat in the ocean was a very different experience from launching the boat into a fresh water lake. They now had to take into consideration the tides. The boat could only be launched during high tide. During low tide the ramp was long and completely covered in slippery green algae. It would have been virtually impossible to launch or pull their boat out of the water in these conditions. Keeping careful track of the tides, they were able launch and pull the boat out without any problems. 

*This was just the beginning of sailing adventures for the Radonic family. Ed, Roxanne, Thomas and Alexander are still boating. You can follow them from Ed's blog, [www.sailboatcruise.ca](http://www.sailboatcruise.ca), which was also the source of this article and photos, used courtesy of Ed, with permission.*

# Fishing expedition

a first-timer discovers reality does not match fantasy

**Mary Burt**  
*Etobicoke Squadron*

The fish are jumpin'. With that clarion call ringing in our ears, David, Jason and I, on a clear, bright day in August, found ourselves at 7.30 a.m. on Dock A at Mimico Cruising Club. There, we met Ron McCutcheon on his boat, *Catnip II*. This was my first foray into the world of sport fishing and I was impressed with Ron's display of rods, lures, downriggers, dipsey divers, and other paraphernalia.

With Ron's GPS set for the Blue Zone, we left MCC's snug harbour, and in no time at all we were underway to the fishing grounds. I hadn't a clue as to what sport fishing entailed.

When we arrived at our destination, Ron shut off *Catnip II*'s main engine and switched to his trolling motor, also called a "kicker". As he prepared the lines, he explained to us how to watch the rods' tips for a strike. With six lines in the water, our pleasant conversation was suddenly interrupted by Ron shouting, "FISH, FISH". Jason, David and I all jumped up and before we knew it, Ron had placed a rod in Jason's hands. He started reeling in whatever it was that was out there, and before long Ron had a Chinook salmon in the net.

Pictures were taken and our first fish of the day was returned to the briny, after being revived with water sprayed from the wash down hose. The deck had no sooner been swabbed when, once again, Ron shouted, "FISH, FISH". This time I was the lucky one to receive the rod. I didn't realize what hard work it was to reel in these critters. I was just about to give up when Ron grabbed his net and helped me pull in our next fish.

From then on, things got really hectic, what with Ron sighting and then shouting, "FISH, FISH". At one point, Ron, David and Jason, were all reeling in fish together. Ron, the Great Maestro conducting his symphony orchestra, was one moment up on the transom, the next back down on the deck, waving his arms as he directed Jason to "come here" and David to "go there" and "oh, by the way, watch out for the other lines while you're at it" – all the while reeling and netting his own fish so he could help David with their rods and reels, and the fish flew on to the deck. The fish really were jumpin' and we had a good hour or two of this mayhem. Finally, all was calm and the fish seemed to have settled down for an afternoon siesta. After pulling in the lines, Ron shut down the kicker, restarted the main engine and turned *Catnip II*'s bow homeward to MCC, where we talked about our great fishing expedition over sandwiches and beer.

Whilst *Catnip II* failed to attract any catfish (which, perhaps, is just as well), she was more than up to the challenge of luring in, over a period of four hours, a total of 16 fish consisting of one Coho Salmon, four Chinook Salmon and 11 Steelhead Trout, ranging in size from 12 pounds down to shakers – so called because they are fish that are too small to pull the line out of the downrigger release. Instead of popping up the rod tip, they shake it. With one small exception, our haul was returned alive and well to its watery home. Somehow, a shaker had managed to attach itself to a line and, without intending to, this little fellow provided Ron with a tasty morsel for his supper that



evening. It had been a great morning introduction to the excitement of sport fishing.

Being a neophyte to the world of sport fishing, I had envisioned our day would be spent on the calm waters of Lake Ontario under a cloudless, summer sky, where we would pleasantly while away the hours waiting for the fish to take the bait. What a learning curve that idyllic day on the water proved to be. I've acquired a whole new respect for this sport and have come to appreciate the hard work and physical effort that it entails. All in all, it was a perfect summer's day, enhanced by the success of our expedition and the wonderful fish tales we brought home with us. 🍷

*Courtesy the Etobicoke Squadron newsletter, Scuttlebutt*

# Book Reviews



## **Witnessing the Badger, Steven Duff,**

2011, soft cover, 192 pages, ISBN: 978-1-61204-068-4 ISBN / SKU: 1-61204-068-3

Steven Duff had so much fun writing *Raiders of the Lost Barque* that it was only a matter of time before a second adventure sequel for young readers would follow.

Released in early November, *Witnessing the Badger* is a boating adventure written in the spirit of *The Hardy Boys*, although the Perry Sound author is sure it will appeal to nostalgic adults as well. “I found with *Raiders* which was published in 2002, a lot of the readers were in fact adults who read it because it reminded them of their own summers gone by, their own teenage years, their adventures on the water and cottaging,” he says.

Describing it as a slice of Parry Sound, Duff treats readers to local scenes like the Strand Theatre, Killbear Point, and the Parry Sound Mall, all in the voice of 14-year-old protagonist Michael Vermeer as he spends the summer of 1997, exploring the area based from his Opa’s Horse Island cottage.

The story covers waters from Georgian Bay to Lake Michigan with scenic stops along the way, and cul-

minates in a terrifying nighttime encounter with the Russian “Mafiya”.

Duff says it’s a classic good vs. evil tale rife with conflict, which will appeal to anyone who has spent time on the water. “The real show-down is at night, which makes it even scarier,” says the author “It’s the same sort of thing that makes people love reading about sea battles over and over. The Titanic (sinking) was almost a century ago, but it was a terrifying event on the water at night – a conflict between human engineering and Mother Nature – and people keep lapping it up.”

True to the adage of “write what you know” Duff draws from his personal experience as a sailor who has spent a lifetime in and around boats. He spreads this “happy situation” with readers, describing the sun on the water, the spray blowing off the tops of the waves, the smell of the varnish on the wooden boat and the fragrance of pine trees while passing an island.

A Parry Sound Power and Sail Squadron member for the past 11 years, Duff has also woven the element of boating safety “risk management” into the story line of this family’s boating adventures.

And as a retired high school teacher, he couldn’t resist trying to encourage literacy through the book.

“So I’m hoping kids reading this can see what proper English usage is like, that it will percolate into them like osmosis,” explains the grandfather of an 11 and 14-year-old.

“That’s a hope on my part.”

However, for authenticity, he did add a “like” here and there into the vernacular of the carefree 14-year-old boy.

Immersing himself into the mindset of Michael Vermeer wasn’t a stretch for the Duff. “That’s essentially the way I saw it when I was 14,” he explains. “Michael really is me and in that connection, I found that once I started writing the story, it was so very easy. Actually, it uncorked a lot of memories, stuff I hadn’t thought of for years. And I think for a lot of us, our teens are not necessarily better, but certainly less complicated times.”

The nautical book is well illustrated with Duff’s own sketches which include a variety of ships from the area’s past, maps of the family’s trips and whatever whim strikes young Michael’s graphite drawing pencil.

Duff has also written three historical novels and has collaborated on *The Grey Ghosts: a History of Lower Lakes Towing*, as well as having written numerous articles on transportation, history and music. In 1999, he wrote a magazine article about the *Badger*, as the last coal-burning steam-driven vessel on the Great Lakes, still operating as a car ferry between Michigan and Wisconsin. He drew upon his research experience traveling on the *Badger* when he chose the historical ship as a setting for his latest adventure book.

“I can’t specifically say when the idea of a story mixed up with the

Russian mafia came on me,” he says, with a chuckle. “It was probably some happy thought at 3 a.m.”

At the end of this last page-turning tale, young Michael says: “I can’t see next summer being as wild as the last three, so I don’t know if you’ll be hearing from me again. But we’ll just have to see, won’t we?” Duff still isn’t sure about a sequel, simply explaining that’s he’s left the door open for one.

*Review courtesy Charlene Peck, originally published in the Parry Sound Beacon Star, Nov. 25, 2011, used with permission.*

**Seafaring Lore & Legend: A Miscellany of Maritime Myth, Superstition, Fable, and Fact,** Peter D. Jeans, 2004,

International Marine, a division of McGraw Hill, 328 pages, ISBN 0-07-143543-3

Why are pirates always depicted as wearing one gold earring? Those earrings aren’t mythological. Until the beginning of the 20th century, seafarers commonly wore them. Not as jewellery. As an insurance policy. When a young man embarked on his first voyage, he came with two gold rings. One was cut, spread, and used to pierce his ear. The other - with a witness watching - was dropped over the port side of the vessel by the young man, who would recite this plea: “Protect me, O Davy Jones.” While the new sailor was performing his part of the ritual, the witness would thread the cut ring back through his ear and close it up. The gift was supposed to protect sailors from drowning.

Davy Jones, the incarnation of all that is evil and ill-omened in the sea, is probably a combination, Jones from poor Jonah who was swallowed by the whale, and duppy

or duffy, a ghost-devil probably brought to the Caribbean from West Africa through the slave trade.

These are just two of the stories - truth mixed with fable but never one offered up as the other - in Peter Jeans’ fascinating book. The first chapter offers the sea-associated answers our ancient ancestors found to answer the big questions: “Where did we come from? Why are we here?” That chapter includes versions, from many cultures, of a great flood, a story so often told that modern researchers now believe that this the great flood destroying almost all the earth is fact, not legend.

Origins of the Beaufort Scale? Infamous sea captains? Mermaids, sirens and sea nymphs? Famous wrecks? It’s all here, well-told, with just enough detail to tell the story without flogging a dead horse, which, incidentally, is a nautical term, too. Seems sailors got their first month’s pay in advance and generally blew it on liquor, cigarettes and women. Therefore, they felt that they were working their first month on-board for no pay, and called it the “dead horse month.” That story is in the book, too.

**Boat Green: 50 Steps Boaters Can Take to Save Our Waters,** Clyde. W. Ford, 2008, New Society Publishers, Gabriola Island, BC paperback, 216 pages plus good end notes and index, ISBN 978-0-86571-590-5

Clyde Ford asks this question: “What is the benefit to me of dumping my waste into the water?” Benefits? It’s cheap, and it’s simple. However, he reminds us, “Certainly, for years humans have been using the oceans, rivers and lakes for waste disposal. But when the carrying capacity of the waterways reaches its limit, tragedy sets in and the waterways

decline to a point where they are of use to no one. Each boater can make a difference.”

Maybe the most useful chapter, because it’s something boaters might not naturally consider, is his “Leave No Wake, No Trace Behind.” Ford suggests that boaters adopt this wilderness ethic when going shore. “There’s a long-standing wilderness ethic, ‘Leave no trace behind,’ that asks travelers to back country areas to strive to leave the absolute minimum impact on the land they visit,” he says. And, he asks boaters to keep similar rules in mind when they leave the boat for a trip ashore. He presses the issue of planning ahead and being prepared, whether, he says, you are going ashore for ten minutes to walk your dog or all day for a hike. He asks boaters to consider the skill levels and fitness of each person in the party. Have you checked the weather forecast? Do you carry guidebooks? He concludes his steps to preparedness with this reflection: “While such planning and preparedness may at first seem to have little to do with environmental protection, resource managers report that unprepared visitors to remote areas are more likely to degrade wilderness resources and place themselves at risk.”

Knowledgeable CPS boaters might already know and follow much of what Ford offers. However, there is much that is unusual and useful, including the “Boating Green With Your Pet” chapter, and other “Why didn’t I think of that?” moments.

A good spring read while you wait for, or begin your pre-launch chores. 



# JUST ASK JOHN

John Gullick

Well here is an interesting one. Have you ever heard of a Flyboard? I know that I hadn't so here is a French web site that you can go to, see one in action and find out more:

[http://www.zapata-racing.com/uk/flyboard\\_uk.php](http://www.zapata-racing.com/uk/flyboard_uk.php)

The question that I received was what safety equipment would be required and would an operator's certificate be required?

The answer to the latter question was simple. Yes, proof of operator competency would be required because the flyboard is clearly a powered apparatus or recreational vessel. I am not sure what to actually call it. Just a reminder that proof of operator competency can come in one of four forms;

- A Pleasure Craft Operator card (PCOC) which is the most common form of proof.
- Proof of having passed a boating safety course prior to April 1, 1999.
- A Transport Canada approved marine certificate. For a list go to: [www.boatingsafety.gc.ca](http://www.boatingsafety.gc.ca)
- A completed Rental Boat Safety Checklist which is valid for the rental period only.

The flyboard is tethered to a Personal Water Craft (PWC) or a power unit that is essentially a PWC. The jet drive sends a high powered stream of water up through the tether hose.

Now let's get to the first part of the question, required safety equipment. I have run the question past staff at Transport Canada and have not yet received a definitive answer but the consensus seems to be that the flyboard is an adaptation of the PWC and therefore the safety equipment required for a PWC would also be required for a flyboard.



Photo courtesy of: [www.jetlev.com](http://www.jetlev.com)

This means that if the operator is wearing an inherently buoyant PFD that is designed for high impact, and I would suggest that this is a must, the following additional safety equipment would be required:

- A sound signaling device which could be a whistle attached to the PFD and
- A watertight flashlight that could be attached to the power unit.

Since PFDs must be close at hand this would also be a reason that the PFD must be worn.

Inflatable PFDs would not be allowed. If an appropriate PFD is not worn by the operator then the full range of safety for PWCs would be required. The above mentioned web site has a complete list.

The flyboard is not the first unique recreational watercraft nor will it be the last but to fully enjoy any recreational boating experience safety must always be considered. Wear and carry the right gear, don't drink and boat, take a boating safety course and be prepared.

Play safe and stay safe.



## 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](http://www.cpsboat.ca)



Dock on St. Mary's Lake Salt Spring Island, BC, Canada

**James Hay, JN**

*Lake St. Louis Squadron*

Spring frequently brings surprises at the cottage. The first trip is always accompanied by a certain amount of apprehension. Are there any problems? Did anything go wrong? Is everything OK?

Spring discoveries can be the subject of conversations that run well into the future. “Did you see the duck blind?” said I. “No”, said Dad, “why?”. “Because it is wrapped around the tree” was my reply. This prompted an inspection trip to verify that I had not lost my mind.

Things can disappear over the winter. George returned one year to find that the rowboat which was chained to a tree was missing. So was the tree. The stump was still there, nice and neatly cut. One wonders if the tree was used for fuel as there was evidence on the ground that someone had made a small fire nearby.

George’s neighbour reported that one of his trees with a good six-inch diameter trunk was also absent without leave but the culprit, rather than being someone with a saw, seems to have been the local rodent population owing to the evidence. Beavers can, indeed, be very busy. They must be, to cut down and drag away a tree of that size.

Then there are the surprises waiting inside. If the door lock is broken then you look to see what is missing. Another neighbour who spends winter in a warmer place returned to find that the thieves had been busy – to the point of even taking the stairs. That was after they had emptied the upstairs rooms of anything they wanted.

George did tell me that one year when he was spared winter burglary he turned the water on only to come around the house to find an imitation of Niagara falls from the eaves. It seems that the water pipe running along the ceiling from the water heater to the shower had a burst elbow. It was easily fixed but spectacular nonetheless. A neighbour thought that was interesting but wasn’t so amused when he was getting his pump operational and a small pipe decided to let go, spraying him in the face with cold water. For reasons at which one can only guess he did not seem to see the humour in this in spite of the entertainment which was so evidently derived by the onlooking family.

Boats go missing too. One year an old boat with a rotten transom was hung in the boathouse for the winter. The plan was to fix the transom the following year. It seems that the thieves who removed numerous bulky items from the house that winter likely used the boat, which they refloated to haul away their purloined haul. We can only hope that the perpetrators put a large outboard on the boat and gunned it.

Even with the trepidations of the first trip to the cottage and the work which it brings it is still worth it. This is the first sign of the coming summer and the enjoyment it will bring. Somehow spending time at the cottage makes life more bearable.

May spring bring you a happy trip back to the cottage with everything in its place and the local wildlife safely outside having left your trees and lawn intact. 🇨🇦



# Edmonton 2012

October 17-20, 2012  
[www.cpsedmonton.ca](http://www.cpsedmonton.ca)

Edmonton Skyline and Edmonton Queen Riverboat

## WELCOME ABOARD!

Western Canada Inland District extends across the three westernmost Canadian provinces. The Edmonton Squadron will be your host at the upcoming national conference.

IMAGES of enormous prairie lands blessed with crops of wheat, oats, barley and canola bowing in the wind, large sinuous rivers flowing northward, majestic snow capped mountains displaying valleys carved by ancient glaciers, and boreal forests impress the senses, and beckon the visitor to the province of Alberta. Bring your camera, bring a friend, a spouse, your family and come to one of the most beautiful regions of Canada! At the time of the conference, Edmonton and Alberta should be resplendent in golden autumn colours and in the mountains there could be a hint of winter on the land.

Edmonton, the capital of Alberta, is the largest, northernmost city on the continent, is home to about 1 million residents and is growing. Also known as River City, Edmonton awaits your attendance at the 2012 Canadian Power and Sail National Conference and Annual General Meeting on the 17 – 20 October 2012.

The Western Canada Inland District and the Edmonton Squadron are pleased to hold the event at the easy to get to, ultra-modern Marriott River Cree Resort and Casino on the western boundary of Edmonton. The hotel is about 30 minutes drive from Edmonton's International Airport.

THE THEME of the 2012 conference is Dixieland and is illustrated by our conference logo, a river boat, and our motto: Welcome Aboard / Bienvenue à bord.

SIGHTSEEING venues have been selected to provide a variety of experiences of the city.

The local conference committee is offering a combination of tourist sightseeing venues and shopping at West Edmonton Mall, which is only 5 minutes from the hotel by courtesy shuttle. Remember that Alberta does not have a provincial sales tax! So bring along an extra suitcase!

Discover High Tea served at historic Rutherford House, located on the beautifully treed University of Alberta campus. Rutherford House is reminiscent of a bygone era of the early 1900's. A tour is included.

A second tour is a combination of a short trip along the North Saskatchewan River on a stern driven paddle wheeler, the River Queen, followed by a visit to the nearby Muttart Conservatory which houses four pavilions: a theme pavilion, an arid pavilion, a tropic pavilion and a temperate pavilion. Come and enjoy the flowers, trees, cacti and waterfall. A self serve cafeteria is available.

A cultural tour of a new icon in Edmonton, the Alberta Art Gallery is our third offering. An example of stunning modern architecture, the gallery houses a 5 star restaurant and lunch is included in the tour.



We are also making arrangements for a world class wine tasting session, put on by, none other than our own sommelier, Commander Ian Searle of the Edmonton Squadron.

REGISTER EARLY. Some of the tours do have fixed limits and are on a first come, first served basis. Some are so popular that other visitors may fill them. When they are gone, they are gone.

EDMONTON IS THE GATEWAY to the Canadian Rockies, a vacation wonderland. Plan to stay a little longer. Why not combine your conference with a before or after conference vacation? The world class community of Jasper is about 3 1/2 hours directly west of the city by primary highway. Visit Jasper and enjoy hiking or photograph Maligne Lake and its hauntingly beautiful Spirit Island. Stop and observe large Wapiti roaming the Jasper town site or enjoy the world famous Jasper Park Lodge.

The City of Calgary is about 3 hours to the south by primary highway and offers another prairie city adventure. Use it as another gateway to the mountains traveling into Banff and Lake Louise. Or travel between Jasper and Banff on the incredibly beautiful Icefields Parkway, a drive that you will always remember!

The City of Fort McMurray is northeast of Edmonton in Alberta's hinterland and is accessible by plane or highway. Visit the city's oil sands museum and see for yourself a major economic driver of the Alberta economy.

A little further away is Saskatoon, Saskatchewan about 6 hours by highway east of Edmonton.

The Lower Mainland of British Columbia, the Pacific Ocean and the cities of Vancouver and Victoria are about 1 1/4 hours by plane further west.

WE INVITE YOU ALL to come to Edmonton and enjoy the camaraderie, the entertainment, the fun of the 2012 CPS National Conference and AGM.

**REGISTER ONLINE AT: [www.cps-ecp.ca](http://www.cps-ecp.ca)**

Photos: Right, Skyline seen from Edmonton Queen Riverboat, Edmonton. Top Left, Rutherford House Middle Left, Edmonton River Valley Bottom Left, Muttart Conservatory.

Photos courtesy of: Travel Alberta

# AGMEdmonton

October 17–20, 2012

CPS-ECP Conference 2012, 26 Golden Gate Court, Toronto, ON M1P 3A5

REGISTER ONLINE AT: [www.cps-ecp.ca](http://www.cps-ecp.ca)

**All fields are required**

First Name \_\_\_\_\_ Last Name \_\_\_\_\_ Grade \_\_\_\_\_  
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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 \_\_\_\_\_ x \$95 = \$ \_\_\_\_\_  
 Saturday AGM Luncheon \_\_\_\_\_ x \$50 = \$ \_\_\_\_\_  
 Chief Commander's Gala Dinner & Dance \_\_\_\_\_ x \$100 = \$ \_\_\_\_\_

**Thursday Excursions**

**Art Galley of Alberta including a la carte Lunch at the Terrace Cafe (1030 - 1530)** \_\_\_\_\_ x \$69 = \$ \_\_\_\_\_  
 \_\_\_\_\_ x \$45 = \$ \_\_\_\_\_  
**Rutherford House Tour including 'High Tea' (1030 - 1530)**  
**Friday Excursion** \_\_\_\_\_ x \$45 = \$ \_\_\_\_\_  
**Muttart Conservatory and Edmonton Queen Riverboat Leisure Cruise (1130 - 1700)** \_\_\_\_\_  
 Total: \$ \_\_\_\_\_

NOTE: ALL EXCURSIONS REQUIRE A MINIMUM NUMBER OF PEOPLE IN ORDER TO PROCEED

**\*early registration rates apply if received on or before September 14, 2012**

**PAYMENT** REGISTER ONLINE AT: [www.cps-ecp.ca](http://www.cps-ecp.ca)

Cheque Make cheque payable to **CPS-ECP Conference 2012**. 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 14, 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 2012.

**Cancellation Policy:**

Cancellations on or before September 14, 2012 are accepted with no penalty. From September 15, 2012, all cancellations are subject to a \$35 administration fee per person. After October 17 2012, cancellations will be partly refunded only if other conference participants register to take your places.

REGISTER ONLINE AT: [www.cps-ecp.ca](http://www.cps-ecp.ca)

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

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: On the Water Safety - Wear Your PFD \_\_\_\_\_

Section A: Short Stories

Section B: Photographs THIS IS A NEW DIVISION!

Division 4: Crafts \_\_\_\_\_

Section A: General Crafts

Section B: Presentations

Division 5: Scrapbooks \_\_\_\_\_

Division 6: Publications \_\_\_\_\_

Section A: Newsletters

Section B: Stories, Poems and Narratives

Division 7: Visual Arts \_\_\_\_\_

Division 8: 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 and Film Photography

Division 9: Environment \_\_\_\_\_

**Please do not ship anything before September 3, 2012.**

Mailed entry forms and shipped entries (to be received no later than October 1, 2012) See [www.cpsedmonton.ca](http://www.cpsedmonton.ca) for mailing info.

For a complete set of rules, go to [www.cpsedmonton.ca](http://www.cpsedmonton.ca)

\* Entries for web sites must be made via an online entry form. The cut-off dates for entries are September 7, 2012. Sites will be captured and judged, as they exist on that date. Changes made to the site after September 7, 2012 will not be recognized.



Lake Louise, Alberta

April 2012



AGM batteries mounted horizontally but in a vertical rack - this mounting position would be impossible with flooded batteries.

tery that can be mounted on its side or edge without fear of spills or leaks. They are also at least 35 percent lighter than their flooded equivalents. Smaller and lighter is always an advantage in sailing and smaller craft, for example.

SVLRA battery technology has been around for many decades but has only become common on the market since the 1980s. There are now a number of successful gel and AGM battery manufacturers that market under a variety of brand names.

Despite a higher purchase price these batteries have distinct performance advantages. They can be recharged at higher rates and therefore more quickly. Regular inspection and maintenance is not needed as these batteries do not leak, off-gas or require fluid top-up. And they can withstand many more use and recharge cycles. Most flooded batteries have about a 500-cycle lifespan, while gel and AGM batteries are usually good for 800 cycles and many do better than that. One thousand or more cycles have been reported by some owners.

To boaters this all adds up. The price premium for gel and AGM batteries can be as much as double that of equivalent flooded batteries. But balance that against increased lifespan, and the added advantages of their being maintenance-free, lighter and smaller, and permitting faster recharge. The advantages of gel and AGM batteries may quickly outweigh the cost premium.

They are not a perfect solution, however. AGM and gel batteries need careful matching to the charging systems used. Ordinary automotive alternators and many typical marine chargers will quickly destroy gel and AGM batteries. Manufacturers' recommendations must be followed when



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designing charging systems, including the charger and the voltage regulator used with alternators. More advanced marine chargers have multiple settings for battery charging, but these need to be checked against the battery manufacturer's specs. Failure to follow these specs for both charger and alternator can shorten battery life.

#### LITHIUM ION

In the portable power tool sector lithium batteries have almost entirely eclipsed the more common nickel-cadmium (NiCad) technology. Lithium-based battery cells perform better, last longer, recharge quicker, and are lighter and easier to use than NiCads. Likewise, lithium batteries now power almost all of today's common mobile electronic devices, particularly handhelds such as BlackBerrys, iPhones, smart phones and the like.

Until very recently lithium batteries had not made many inroads in marine applications due to their high capital costs. But their significant performance

advantage has led some manufacturers to spec them for their higher-end models. One such builder is Coastal Craft of Gibsons, BC (See *CY February 2012*). The growing popularity of electric and electric-hybrid autos has spurred further development of lithium batteries for automotive applications. These developments are finding their way into marine applications.

Lithium batteries are unlike flooded cells in construction, employing a completely different chemistry that is usually based on lithium iron phosphate but may also use lithium-cobalt-oxide or lithium-manganese. Like gel and AGM batteries, lithium batteries are completely sealed with no danger of spills. This provides greater flexibility in mounting options. Weight is less than gel or AGM batteries for the same electrical output, an advantage of 25 percent over gel and more than 50 percent over traditional flooded batteries.

A major advantage of lithium batteries over other technologies lies in their

#### COMMON TECHNICAL TERMS

**AGM** Absorbed Glass Mat, a type of SVRLA battery in which the acid electrolyte is contained in a fine fibre mat usually made of a boron-silicate separating the lead plates.

**Amp-hour** The standard measure of battery capacity. The number of amps, or current, that can be drawn from the battery over an hour, or the mathematical equivalent.

**Cycles** The number of times the battery is discharged and then recharged to its full power. Typically this is, at most, once daily for most marine battery systems in use. Battery chargers that are plugged into shore power usually maintain a small "float" charge that keeps batteries at full power.

**Deep Cycle** A type of flooded battery that is designed for non-starting applications (such as house lighting, appliances and electronics). Deep-cycle batteries have thicker lead plates and can be discharged to a deeper level than starting batteries. They are rated in terms of amp-hour capacity.

**DOD** Depth of Discharge, usually expressed in a percentage, describing how much battery capacity can be used before a recharge is needed. Flooded batteries should never be discharged below 50 percent of capacity, and will work best and live longest at 35 percent, or at an even lower discharge depth.

**Flooded** The common term for liquid-filled lead-acid batteries. Battery plates are lead, sometimes mixed with calcium and other additives, while the liquid is 30 percent sulphuric acid in water.

**Gel** The other type of sealed SVRLA battery in which the acid electrolyte is "gelled" into a semi-solid by the use of silica gel. This renders the battery spill- or leak-proof.

**Golf Cart** A general category of deep-cycle battery developed specifically for golf cart use but applied widely in marine applications calling for deep-cycle construction.

**Sealed** A misnomer, these are a variation of a flooded lead-acid battery used in some automotive applications. Maintenance is reduced but they must still be mounted upright because they can leak.

**Starting** Flooded batteries that have more but thinner lead plates (sometimes the plates are thin expanded grids of lead) and are designed to give maximum power over short periods for starting engines. They are rated in "cold cranking amps."

**SVRLA** Sealed valve regulated lead acid, the full description of both gel and AGM batteries. These are in effect sealed and can be mounted on their edge or side. They will not leak under normal operating conditions, and they have several performance advantages over flooded batteries.

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These flooded batteries have been installed upright and connected to the boat's electrical system.

ability to use even more of their capacity before recharging is needed. Lithium batteries can be safely discharged to more than 80 percent of their capacity. And they can be recharged at very high voltages, ensuring a much shorter recharge time. In marine applications, this may mean the generator is needed for as little as 30 minutes twice daily to maintain full electrical power while at anchor.

Another significant advantage of lithium batteries is their life expectancy of three to four times that of flooded lead-acid batteries. While they have a cost premium over even gel or AGM, and an even larger cost premium over traditional flooded batteries, no other current battery technology offers comparable advantages of low maintenance, high output, quick recharge and much longer life.

Traditional flooded lead-acid batteries will have a place in marine applications for many years to come. But AGM, gel and lithium batteries are showing such significant performance advantages that they should get serious consideration when battery banks need to be updated or replaced.

And finally, the North American battery industry as a whole boasts one particularly impressive metric: 98 percent of old batteries are completely recycled into new products. There is practically no waste, regardless of battery type. •

Robert Buller is a regular writer on boating and marine topics, including equipment and gear. He is an active Power Squadron member and teaches navigation in CPS boating courses.

## BATTERY MANUFACTURERS

There are, in fact, only a few manufacturers of batteries but there's a multitude of battery brands on the market. Many are private labels, and many are now made in China by companies that do not market under their own name. The following is a partial list of manufacturers and brands.

Manufacturer	Brand(s)	Website
All Power	Battery2000	<a href="http://www.battery2000.com">www.battery2000.com</a>
Douglas	Legacy	<a href="http://www.douglasbattery.com">www.douglasbattery.com</a>
East Penn	Deka	<a href="http://www.dekabatteries.com">www.dekabatteries.com</a>
Exide	Exide	<a href="http://www.exide.com">www.exide.com</a>
Genasun	Genasun	<a href="http://www.genasun.com">www.genasun.com</a>
Mastervolt	Mastervolt	<a href="http://www.mastervolt.com">www.mastervolt.com</a>
NorthStar	Energy1, Meridian Marine	<a href="http://www.energy1batteries.com">www.energy1batteries.com</a>
Trojan	Trojan	<a href="http://www.trojanbattery.com">www.trojanbattery.com</a>
Surette	Rolls	<a href="http://www.surette.com">www.surette.com</a>

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[Once we got our kids to set it up, it worked like a charm. LOL]

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# Québec Nautical Stations

## Help to Make Great Vacations

By Andy Adams

**THE WHOLE IDEA** of a vacation is to get away from it all and with a different language and culture, a visit to Québec is always something special in my opinion. Whether you're looking for great scenery, fabulous boating or a memorable dining experience, Québec has so much to offer.

The new Québec Nautical Stations program is unique in Canada and it can greatly enrich your vacation enjoyment – actually, it was designed to do just that.

The program was pioneered in France and in 2006, representatives of the Québec Marine Association travelled there to see how it worked and what benefits it offered to both the



The lift lock at Sainte-Anne-de-Bellevue is said to be the busiest lock in the Parks Canada system, all the way across Canada. It's an important part of the Lac des Deux-Montagnes PHOTO CREDIT: Québec Nautical Station.



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We stopped for a pleasant lunch at Dundee's with our table right at the water's edge. This quaint and historical little area is home to several restaurants and cafés.

area businesses, and to tourists and cruisers to the area.

The benefits are significant. From the start, the Québec Marine Association has been a strong proponent and supporter of boating and its growth in Québec. Earlier, the organization created programs like its Marina Rating program and its Eco-Marina program to actively support and enhance the pleasure boating infrastructure of the province.

I'm sure you've looked at a map of Canada many times and seen the St. Lawrence River and the Great Lakes, but until you've gone boating in the greater Montréal region, you can't imagine how wonderful this area really is. The city is located in what many people would call "cottage country" and not surprisingly, there are fabulous homes on the water throughout the greater Montreal area.

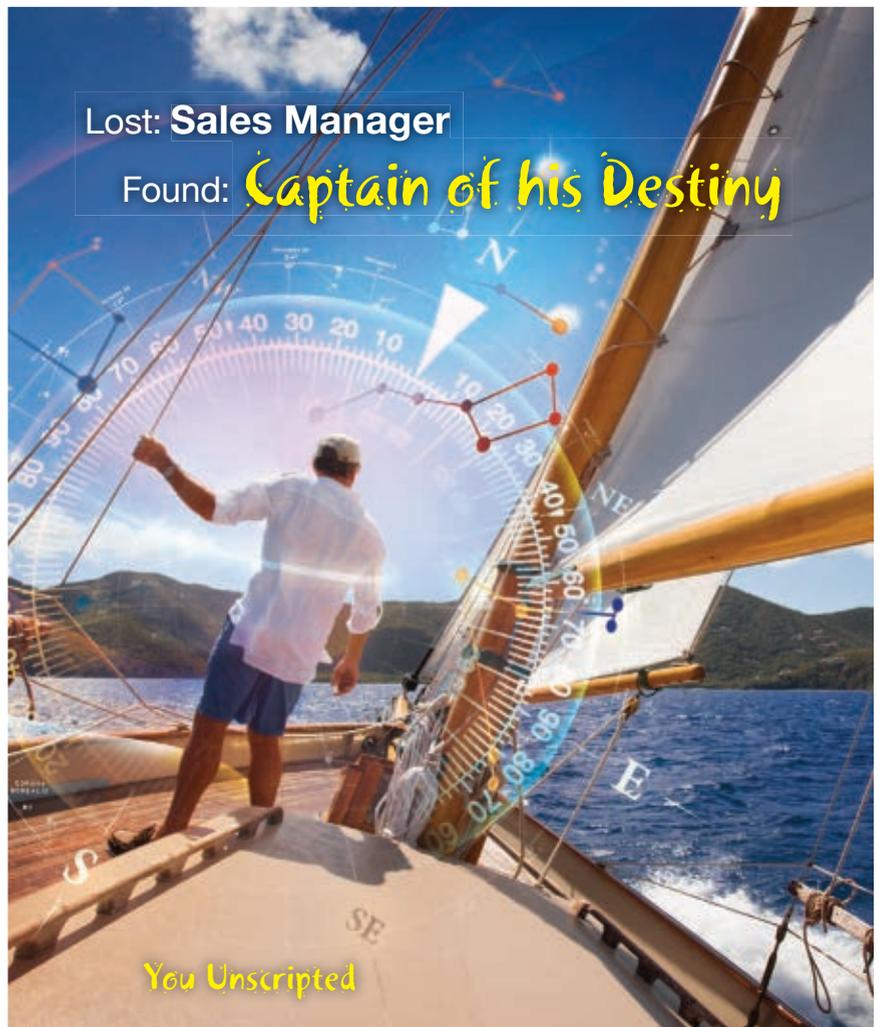


Mike Stamos (left) with his assistant Sebastien Kishi pose beside the Québec Nautical Station sign at his marina at Sainte-Anne-de-Bellevue.

Last summer, we went to sample this great boating area visiting the Québec Nautical Stations of Lac des Deux-Montagnes, which is in the western part of the city of Montréal. Literally one block away from Highway 20, the major east-west thoroughfare through downtown Montréal is an amazing world apart on the water. Quaint bistros overlook the St. Lawrence. People cruise in, tie up their boat and go for lunch on a week-day. Others walk their dog, ride their bicycles and still others are there for the shopping and much more.

The Québec Nautical Stations program was created to enhance the development of boating activities by uniting all of the many stakeholders involved in boating and tourism in a particular area.

Throughout the province of Québec there are now nine different Québec



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We've just cast off from Dundee's, heading into the Sainte-Anne-de-Bellevue lock and then through and into Lac des Deux-Montagnes to go wake surfing.

repair are all united under the Québec Nautical Stations program.

For the visiting boater, (especially those who may not have a good command of French) the program quickly puts everything you could ask for right at your fingertips.

Planning your cruise is easier thanks to the Québec Nautical Stations program too. The AMQ website at [www.nautismequebec.com](http://www.nautismequebec.com) has all kinds of information and the Québec Nautical Stations program is on the home page. You have to check around to find the English information but you get lots of locations to choose from.

The nine Québec Nautical Stations already organized and going include: Rivière Richelieu Sud – Lac Champlain; Rive-Sud; Rimouski-Mitis; Québec-Lévis; Lac-Saint-Pierre; Lac Saint-François; Lac des Deux-Montagnes; Haute-Gaspésie; and, Haute-Côte-Nord.

Nautical Stations. Participating members are identified by a distinctive Québec Nautical Station sign and all of the infrastructures, services and activities that are provided for you under the program can be easily identified and accessed.

The list is comprehensive: marinas,

sailing schools and clubs, scuba diving, water skiing, kite surfing, wake boarding, land sailing, boat charters, windsurfing, canoeing and kayaking, fishing, personal watercraft rental, guides to beaches and most importantly, all kinds of marina services including boat maintenance and

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Mike Stamos, "Coach", explains how to get up on the wake surfboard to a 16-year-old novice. He got up the first time.

There are more Québec Nautical Stations being accredited now: Témiscamingue; Manicougan; Vallée du Richelieu; and, Lac Saint-Jean.

For our easy to set up trip, we selected Lac des Deux-Montagnes, which includes the Québec Nautical Stations area in Sainte-Anne-de-Bellevue, the location of the busiest lift lock in Canada). Parks Canada operates many

As your kids reach their teenage years, it's harder and harder to convince them to join mom and dad on the boat for a cruise, so give them something they want. This novice wake surfer is being guided into position by Mike Stamos of SkiWakeSurf from the stern of their Tigé ski boat.

of the locks in Canada and they have just celebrated their 100th Anniversary. Cruisers will find Parks Canada parks all along the St. Lawrence River as well, if they travel to Québec by boat. The St. Lawrence offers miles and miles of relatively sheltered and very well serviced cruising for boaters, but your arrival at Sainte-Anne-de-Bellevue will still seem special.

Among the many services and facilities organized for visitors through the Québec Nautical Stations is "SkiWakeSurf" operated by Mike Stamos.

SkiWakeSurf provides a complete (and ultimate) summer experience right by the Sainte-Anne-de-Bellevue locks. They sell and broker boats, operate a private marina and offer watersports lessons on the nearby Lac des Deux-Montagnes. For visiting cruisers, the SkiWakeSurf business operates right at

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### Québec Nautical Stations

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

### SkiWakeSurf

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

### Parks Canada

[www.pc.gc.ca/eng/index.aspx](http://www.pc.gc.ca/eng/index.aspx)

the locks where your boat can be moored in the marina, and you, your children or grandchildren can just get aboard the SkiWakeSurf boat and in minutes, you are skiing, wakeboarding or wakesurfing!

Mike Stamos is affectionately called “Coach” and he’ll have you up and surfing in no time! One of their most clever

ideas is “Happy Hour” where you can grab an H2O Cocktail of watersports after a hectic day at the office, or before you head out for your vacation dinner.

Whether you are cruising there in your boat or just need your boating watersports fix on a trip, check out what the Québec Nautical Stations program can do for you! •

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# Financing Your New Boat



By Andy Adams

**WE THINK THAT** 2012 will be the year of the boat buying trifecta; we have record low interest rates, a high Canadian dollar, and low global boat prices making the yacht of your dreams more affordable and closer to reality than we ever remember before.

With rapidly escalating numbers of Canadians reaching retirement age, many of whom are already smart enough to have realized this opportunity, the Canadian boat market is alive and well while markets in most other countries are stagnant or down.

To get a read on the situation and to

make sure that our take on it was right, we interviewed some specialists in marine finance. In particular, we spoke to Gary Prichard, Regional Sales Manager for RBC Financial and Will Walker, president of Walker Financial. We videotaped the discussions at the 2012 Toronto International Boat Show where an encouraging number of people were sitting down and writing deals on new boats.

We asked Will if new boats were selling and he told us, "Opening weekend of the Toronto International Boat Show 2012 was ahead of the sales level from

**2012 is the year of the boat  
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"Chubb understands the excitement and spontaneity that often comes with a new purchase," says Tanya Eyrarn, Assistant Vice President of Chubb. "We make sure our existing watercraft clients have automatic coverage for their newly purchased boat as they buy it."

Coverage can also be extended into US waters if you live or navigate near the border. Enhanced coverage is now offered for your personal effects on-board, for protection from a boating accident with an uninsured vessel, and for marine environmental damage. A new low deductible of 0.5% is available for boats valued at \$50,000 or more, and a discount is offered if your home is also covered by Chubb.

Marine insurance should allow you to enjoy yourself when you are ready to launch. "It is all about giving our clients hassle-free coverage and peace of mind" notes Eyrarn of Chubb. "They should ask their broker to consider Chubb."

Visit [www.yacht.controltheoutcome.ca](http://www.yacht.controltheoutcome.ca) and find out how to get a quote from Chubb.



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



2011 and that's a good sign because normally most of the deals close towards the end of the show."

Show organizers later announced that well over 900 new boats were purchased at the show.

We wanted to know how boat buyers were paying for their new vessels. Some people pay cash [or say they're paying cash] but in fact, they may have financing already organized or have a significant home equity line of credit set up

through their regular bank branch. But there are also financing options available at the dealer level.

Gary Prichard began by noting that there seemed to be more people paying cash at the show this year, but it's a rare

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individual who has more than a few thousand dollars in actual “coin of the realm”. Wise people park their money in high interest savings account, money market funds, T-bills or GIC accounts.

Gary Prichard pointed out that today, many customers work with a personal financial advisor and they often set their investments up with a “laddered” approach. A range of investment vehicles such as GICs, money market accounts, bonds and T-bills are structured to reach maturity at various times. So, there’s often cash flowing in for reinvestment or other uses.

Another way that some people walk through the boat dealer’s door ready to write a check is on their line of credit (LOC).

Because these lines of credit are typically secured by the equity in their home, (especially if the LOC is for

to get in the way,” observed Walker.

For many buyers, it’s a better idea to use the financing that’s available through the dealer. If that dealer works with Gary Prichard’s group at RBC, then you have the Royal Bank already set up to give you a loan for your boat. A private broker like Walker Financial operates in very much the same way, but has access to money through a number of different banks as well as some non-bank lenders.

We know the TD Bank is getting into this area in a much bigger way and BRP has recently entered into a new relationship with National Bank Financial Group to provide promotional retail financing to its retailers throughout Canada.

There are clearly benefits. When going through a recognized dealer, they know the values, take trade-ins and things can move ahead quickly.

---

**There are clearly benefits.  
When going through a recognized  
dealer, they know the values,  
take trade-ins and things can  
move ahead quickly.**

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more than \$50,000) buyers can access funds at a lower interest rate, often close to prime. The pitfall of using an LOC is that it is generally set up as an emergency access to funds. You don’t pay unless you take the money out on the line; theoretically it’s there for that rainy day.

If you use up your LOC for something like a boat, even with all the best intentions of paying it back quickly, you might find that the line of credit is used up when you need it most.

An equally significant consideration is that there are no structured repayment requirements. Will Walker told us, “We sometimes see people coming back 3 or 4 years later to trade up to a larger boat, but by then, it’s depreciated value does not cover the amount that’s owed on the line of credit. In financial parlance, they’ve wound up “underwater” on their boat! Life has a tendency

Gary Prichard said that, “You can sometimes get your loan organized in as little as 30 min. It’s easy to do the application right at the dealers’ [or at the boat show!] and you get what amounts to on-the-spot financing.

Loans for small boats are easily set up and for qualified buyers, even new boats 40 feet long or more, are easily financed. You may face a nominal administration cost but generally, the rates will be competitive and more importantly, the lender takes the boat as collateral. This way your other affairs are not affected and the bank sets up a defined payment structure that turns your boat into an asset over time.

Talk to your dealer – rates are low, the dollar is high and prices are attractive...right now. •

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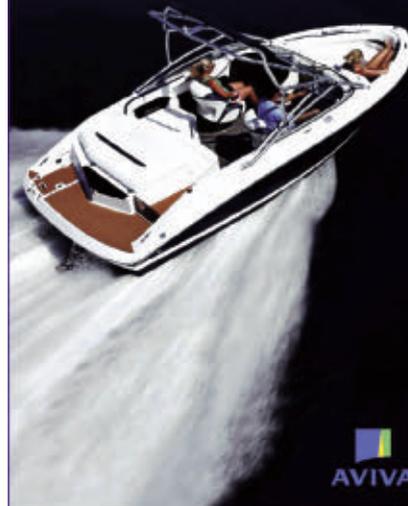
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# THE GALLEY GUYS GO TO C

**T**he Galley Guys have heard it said that, “If you are lucky enough to be boating, then you are lucky enough”. Just recently, in the middle of a squall, in 90 kilometre winds, three Canadian sailors (one was only nine years old) were rescued in the Pacific Ocean by the 240 metre freighter, *Horizon Reliance*, belonging to the North Carolina company Horizon Lines Inc. Nearing hypothermia, the three were plucked from the sea, from darkness, heavy rain and six metre waves. Here on the stormy ocean were incredible acts of bravery, courage, skill, unselfishness and luck. “The rescue efforts cost will be covered by Horizon Lines”, Spokesman James

By Galley Guy Greg Nicoll

Story said. “It’s part of our obligations as seafarers.”

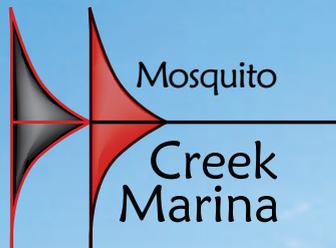
Along with my two amigos, the Galley Guys have been lucky to be boaters, but with this blessing also comes responsibilities – protecting and caring for our fellow boaters, and our oceans, lakes and rivers.

None of the Galley Guys will likely ever captain an ocean freighter and hopefully (author pauses to touch a seasoned wooden salad bowl) will never need to be rescued at sea, but since we have been lucky enough to have met a group of people that have taken a leadership role in

protecting the playgrounds of our passion, we want to share this valiant culinary experience.

The Galley Guys really are boaters, who also enjoy great food and the occasional glass of wine or spirits that comes with the lifestyle. West Coast foodie Frank Leffelaar suggested that while at the Vancouver International Boat Show this year, we must visit C Restaurant to learn about and enjoy sustainable seafood planning from the pioneers of this growing movement. C Restaurant is located on the north shore of False Creek right across from the amazing Granville Market, always one of my favourite stops when visiting Vancouver.

Executive Chef Robert Clark is one



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Server extraordinaire Jasper presenting Galley Guy Greg Nicoll the delectable second course of seared bay scallops, rabbit terrine, carrot pannacotta, mustard tuille and a sprinkling of fresh tarragon leaves. Through the windows, diners can enjoy a beautiful view of boats on False Creek and Granville Island.

## Don't even think about shipping your produce to Lee in Styrofoam containers

of these 'sustainable' leaders. Born in Montreal, raised in the Gaspé, and educated at George Brown in Toronto, Clark is passionate about educating and leading the charge to promote the sustainability of seafood. In 1997, leading Vancouver restaurateur, Harry Kambolis recruited Clark to join his team at "C" as Chef de Cuisine. Within a year, Clark was promoted to the position of Executive Chef. Since then, Clark's leadership has been the key to the restaurant's success in becoming an award winning, critically acclaimed dining destination in Canada.

Always aware of the delicate balance between quality, sustainability and market demands that challenge the seafood industry, Clark believes the integrity of a product is the footing on which a chef builds his reputation. Over the past 15 years, Clark has been pivotal in the creation of the annual Spot Prawn Festival in Vancouver, and has worked closely with the Vancouver Aquarium to launch the Ocean Wise program, while also sitting on the board of the B.C. Chefs' Table Society. In March 2011, Clark was awarded the Seafood Champion Award from SeaWeb for his ocean advocacy work.

Our visit to C Restaurant was just before the mid-day opening, before the rush of lunchtime diners allowing us the pleasure to meet with the "C" team and

enjoy a coffee with now Executive Chef de Cuisine, Lee Humphries. We opened our conversation with a question about the seafood sustaining menu and then

just sat back scribbling notes as fast as we could as Lee, with his charming Cornwall (UK) accent, spoke passionately about the efforts and trials that "C" has undertaken to meet and surpass its mission to deliver the finest seafood dining experience while never compromising their principles about sustainability.

Don't even think about shipping your produce to Lee in Styrofoam containers.

Lee, a very active recreational fly fisherman himself (and soon-to-be father) expressed very clearly that the bounty of the sea also belongs to future generations and now is the time to change and eliminate some historically bad practices that have plagued the harvesting of seafood and embrace thoughtful and sustainable seafood farming as the new accepted norm.

Lee constantly meets with both seafood and agro suppliers such as The

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# LEWMAR®



Galley Guy Greg Nicoll and Executive Chef Lee posing outside C Restaurant discussing sustainability.

**Inset Left:** Our first course included spot prawn ceviche served with baby organic greens, shaved ibérico ham and heirloom radish.

**Inset Right:** The main course was roasted ling cod with eleriac smoked sable fish, quesadilla pistachio, charred octopus, and a kale romesco sauce.

Lake Babine Nation Fisheries Program (Ned'u'ten Fisheries) which was created in 1991 when this First Nation Group engaged Canada and Fisheries and Oceans Canada via the Aboriginal Fisheries Strategy (AFS). The Fisheries Program is funded in part by Fisheries and Oceans Canada through the AFS. The purpose of the program is to co-manage salmon stocks within the Lake Babine Nation's Traditional Territory. A great partnership was created and now salmon is harvested through a controlled system of "best practices".



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**BRACEWELL MEANS BUILT WELL**



CY Publisher Elizabeth Kerr enjoying our first course of spot prawn ceviche served with baby organic greens, shaved ibérico ham and heirloom radish.

Locally harvested caviar is now a featured item on the menu, after a 10-year hiatus. Located in Sechelt, BC, Northern Divine produces caviar from its land-based fish farm, a practice supported by the David Suzuki Foundation; their caviar-producing sturgeon have also been labelled as sustainable by Ocean Wise.

Although there currently isn't a certification for organic seafood in Canada, Northern Divine operates according to the draft Canadian Organic Aquaculture Standards, which could be approved by the end of this year.

C Restaurant – once a pioneer and still a leader – while providing the best sustainable seafood food experience is still a business and must adhere to basic business principles. By being selective in its food supplier sources, finer restaurants such as C Restaurant – winner of the 2011 Green Restaurant Award – more often than not pay more and therefore have to charge more, but the culinary experience of environ-

## ABOUT SEACHOICE



SeaChoice is based on collaboration between five member organizations: the Canadian Parks and Wilderness Society; the Ecology Action Centre; the David Suzuki Foundation; the Living Ocean Society; and, the Sierra Club of BC. But the collaboration doesn't end there.

Each of the organizations is also part of a larger North American-wide network of not-for-profit organizations named the Conservation Alliance for Seafood Solutions, which is working to promote ocean-friendly seafood in retail markets in Canada and the United States. Its involvement in this Alliance broadens its reach into the seafood supply systems, provides learning opportunities that help improve the SeaChoice program, and offers connections to other businesses that are striving to achieve their sustainable seafood policies.

mentally responsible seafood from a global leader in the sustainability movement is superb.

The Galley Guys are lucky to be a boaters, lucky to make our living by boating, and in some small way after hearing countless stories about declining fish stocks, endangered species, we were lucky to meet the team at C Restaurant. To Lee, the kitchen staff and the well-spoken, and most knowledgeable environmentalist server, Jasper, thank you.



It is simply amazing how this small kitchen produces such elegant dishes. The night before our visit, more than 800 canapés were prepared here for a catered gala event at Holt Renfrew in downtown Vancouver.

The Galley Guys want our friends to enjoy their time aboard your boats, so drink and eat well, but do it responsibly. •

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## Starting Tips

By Team Evolution

### Getting Off the Line with Confidence



Discipline is paramount in implementing a total starting strategy for each and every boat race. Without a sound understanding of the procedure by every team member on a boat, and allowing time to gather information before the start of every race, your chances of making well-calculated decisions are substantially reduced. Many different sailors and teams have their own ideas and plans for the start of the race. This is a system that works well for me and you may find that modifying this works better for you – but the only way to establish this is to start practising and sticking to a plan from the outset. The learning can only begin when you start!

For complete story, go to:

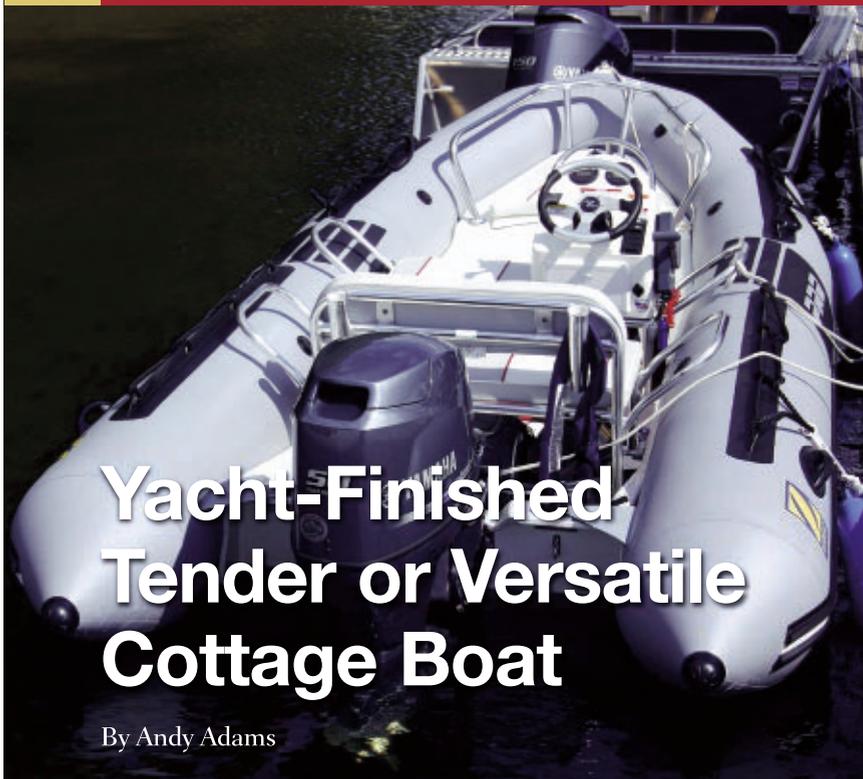
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## ZODIAC BAYRUNNER 500



### Yacht-Finished Tender or Versatile Cottage Boat

By Andy Adams

**PERHAPS** the best-known name in inflatable boats is Zodiac. The company has been a pioneer in developing these super-safe little boats for pleasure uses, commercial applications and for the demanding needs of search and rescue (SAR).

Hopefully you will never have an “extreme” need for yours, but the virtues and capabilities still pay dividends in everyday use.

Most current inflatable boats are referred to as “RIBs” – rigid hull inflatables. This gives the boat a rigid fiberglass hull and interior floor around which the inflatable tubes are secured. Our test boat, a Zodiac Bayrunner 500 has a very



The Yamaha control box and safety lanyard are conveniently positioned on the side of the control console. The sport steering wheel is attractive and extremely comfortable and the Yamaha LCD instruments can provide a wealth of information. Again, grab rails are everywhere.

This photo from the stern covers a lot of interior detail. You can see how the side lifelines facilitate hanging ropes and fenders and a stylish appliqué at mid-ships gives a convenient protected place to step on board. Lots of interior grab rails surround the interior.

strong composite transom and all of the fiberglass work is hand lay-up.

The tube construction on Zodiacs can be of PVC materials or neoprene. The PVC “Strongon” tube material features a 1100 denier double weave and weft Duotex material compared to single weave on some other less expensive boats, so the Zodiac is technically about double the strength. However, in spite of that, it’s not much heavier.

You can also get neoprene Hypalon tubes, again 1100 denier. These are favoured for SAR and commercial use. Also, in the blazing sun of the Caribbean, the neoprene will last longer due to having greater ultraviolet resistance.

#### SPECIFICATIONS

Length	15' 5"/4.7 m
Beam	6' 9"/2.05 m
Weight	485 lb./220 kg hull only
FUEL Capacity	12.5 gal./47.32 l
Price*	\$22,600 US

\* Neoprene Hypalon with Yamaha F50

Test boat provided by and price quoted by Zodiac of North America



This gives a better view of the handsome 50 HP Yamaha engine as well as the comfortable helm seat and grab rails. A safety kit with life jackets are stored under the seat as well as the battery box.

## PERFORMANCE

**Test boat engine:** Yamaha F50 four stroke out-board with 4 cylinders, 996 cc/60.8 ci, single overhead cam 50 HP engine with electronic fuel injection.

ENGINE (RPM)	SPEED (MPH)
1000	3.0
1500	4.3
2000	5.7
3000	7.7
4000	23.7*
5000	29.3
5400 (MAX)	34.0

\* CRUISING SPEED

Performance data by  
Garmin GPS

At the time we wrote this, red and gray tubes were available; this summer Zodiac will also offer white. The tubes contain five chambers of air and each one has a bulkhead with a point, so you always get a pointed end to reduce water intrusion even if a tube was somehow punctured. And the manufacturer says that you can still maintain top speed! That's a great safety feature.

If you're not familiar with inflatable boats, you may be surprised to learn

that the air pressure in the tubes is only 3.5 pounds per square inch. Sometimes people will increase that to 4 pounds per square inch to accommodate temperature fluctuations that reduce the pressure.

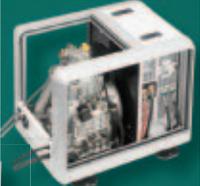
The tubes are removable when deflated which is a feature the SAR people like because they can get an extra set of tubes to ensure that even if it is damaged, the boat can return to service really fast.

The tubes deliver remarkable side-to-side stability for stepping in and Zodiac includes many handholds and lifelines to help you. The side fittings and lifelines help to tie it up as required, or to secure cargo. These are very strong. There's also a rub strip all the way around as well as a splash rail.

Our test boat was well equipped for cottage use or as a yacht tender although the lift points that let you pick it up on davits are optional.



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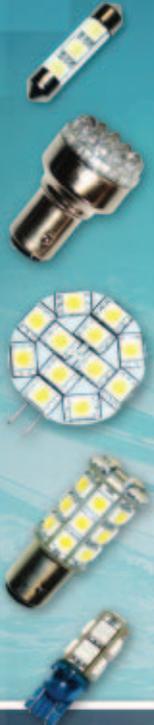
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The other exterior features, from the bow, include an anchor roller, centre-mounted cleat and navigation lights.

The interior gives you a comfortable place to sit in the bow and for activities like water skiing, putting the weight of a person forward helps the boat to plane off quickly. Under that area is anchor storage forward and space for other items.

The side console is part of the Bayrunner package on the "Pro" hull. This has storage inside and a removable

12.5 gallon fuel tank underneath. We really liked the grab bar design on the console and the sidebars let people get in or hang on at high speeds. The seat lifts for access to the fuel tank and there is a cooler as well.

Incidentally, the Zodiac Bayrunner comes with two rod holders and according to the Zodiac representative, fish-hooks won't snag the tubes. Because of those tubes, it's an especially stable fishing platform.



This is the bow area showing the padded seat cushion that lifts to reveal storage space underneath. This is big enough to accommodate a lot of things including an anchor and rode. There is an anchor roller and cleat on the bow for mooring.

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Other features we liked include the sport steering wheel and what we felt were excellent ergonomics, making the boat very comfortable to drive and giving everyone plenty of legroom.

The Bayrunner 500 has a deep vee hull with 22° of deadrise and lift strakes for excellent rough water performance. Once underway at speed, most people will choose to sit on the main seat by the helm console. In terms of performance, this is such a light vessel considering the powerful 50 HP Yamaha, that with the passengers seated at the stern, 12.5 gallons of fuel and other luggage in the aft area, it puts the bow up in the air as you plane off.

Seating a person in the bow helps and an aftermarket accessory that many owners use to increase their load carrying capacity or improve their acceleration for skiing is a "fin" that mounts on the cavitation plate, greatly increasing lift at the stern.

The Zodiac Bayrunner 500 comes pre-rigged for Yamaha engines up to 70 HP, but they recommend 50 for most uses.

The Yamaha has lots of power and was impressively smooth and quiet at all speeds. It also has a quick and effective power trim but it operates so quietly that you have to look at the engine to see where it's positioned!

Our test boat was equipped with Yamaha LCD type instruments that gave us a tachometer, speedometer, fuel management data as well as engine temperature. Steering was light and easily managed at all speeds and the windy day on the lake was child's play to the Zodiac.

For safety, convenience and load-carrying in a compact package, the Bayrunner 500 has a lot to offer either the yachtsman or the cottager. •

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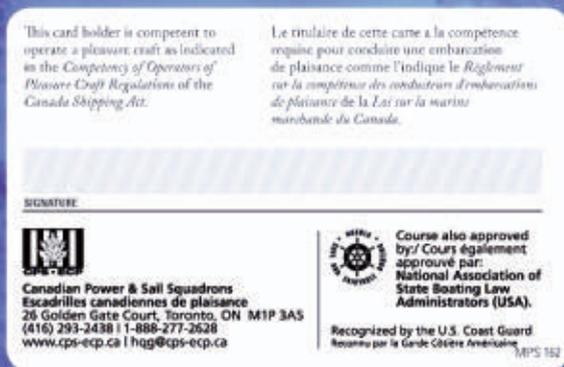
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O CANADA Team leader Paul Phelan at the helm during the February training camp in Marina Del Rey.  
PHOTO CREDIT: John Curtis



Paul D Phelan, Rolex Sailor of the Year.  
PHOTO CREDIT: John Curtis

**THE BOARD OF DIRECTORS** of the Canadian Yachting Association proudly declares that Paul D. Phelan, of Toronto, Ontario, is the winner of the 2011 Canadian Rolex Sailor of the Year Award.

The Board of Directors of the Canadian Yachting Association determined that Paul D. Phelan's continuing and unwavering support of Canadian high performance sailing and the National Sailing Team through The P. J. Phelan Sailing Foundation merited the most prestigious award in Canadian sailing.

Alan Lombard, President CYA, said, "The P.J. Phelan Sailing Foundation has been a source of considerable support for Canadian sailors for many years. Paul D. Phelan's stewardship of his father's legacy through the Foundation and Paul D. Phelan's creation of Wind Athletes Canada to serve Canada's sailors has been exemplary."

Wind Athletes Canada, through the support of The P. J. Phelan Sailing Foundation, has inspired Canadian sailing excellence in many ways. Members of the Canadian Sailing Team have received needed funding and coaching

support for many years. Wind Athletes Canada has also enabled promising Canadian sailors to acquire Olympic Class boats for their campaigns and provided logistical resources that contributed to Canada reclaiming the Canada's Cup in September.

More recently, Paul D. Phelan provided the vision and leadership for the 2011 O CANADA offshore racing campaign, a unique national platform, demonstrating that Canadian sailors can hold their own in the international offshore arena. The five-man, all-Canadian crew included Canadian Olympic sailors and national team members. O CANADA competed in four major offshore races capturing a first and two seconds as well as a third overall in the 2,225 mile Transpac Race finishing just behind two boats 15 to 20 feet longer. In addition, Paul D. Phelan has made a valued contribution to expanding the presence

and knowledge of Canadian sailing through his production of high performance sailing documentaries featuring Canadian sailors. Two of these documentaries have been broadcast on Canada's national television network and are also viewed around the globe.

The Canadian Rolex Sailor of the Year award was presented at an awards dinner in the Carlu, in Toronto on February 4th, 2012.



Victor Royce (CEO of Rolex Canada) & John Curtis (accepting for Paul D Phelan).

PHOTO CREDIT: Miz Monday

## OTHER CYA AWARDS

### MARVIN MCDILL AWARD

The Marvin McDill Memorial Award was established to honour the man who returned Canada to the America's Cup Competition in 1983. Also known as the Canadian Sailing Team Rookie of the Year Award, the Marvin McDill Award is presented annually to the athlete/crew with the best results at their first Open World Championship as a member of the Canadian Sailing Team.

AWARD RECIPIENT: Ingrid Merry, Ontario



Ingrid Merry.

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of British Columbia

### CYA MALE ATHLETE OF THE YEAR

The Male Athlete of the Year is awarded to an individual athlete or crew with a record of outstanding achievement in national and international competition.

AWARD RECIPIENT: Al Clark, British Columbia



Alan Lombard (CYA President) & Al Clark. PHOTO CREDIT: Miz Monday

### CYA VOLUNTEER OF THE YEAR

The CYA Volunteer of the Year Award was established in 1991 to recognize outstanding contributions by CYA volunteers.

AWARD RECIPIENTS: Ron Rubadeau, British Columbia and Marilea McAllister & Ethel Thayer, Ontario



Ian McAllister (husband of the late Marilea McAllister, Ethel Thayer and Ron Rubadeau. PHOTO CREDIT: Miz Monday

### GERRY ROUFS TROPHY

This award was established in 1998 by the CYA to honour the memory of Gerry Roufs, the internationally renowned Canadian sailor and single-handed offshore racer who was lost at sea in 1997. The award is presented to the person whose achievement in international offshore racing has had significant impact on the recognition of sailing in Canada.

AWARD RECIPIENT: Will Apold, Nova Scotia



Alan Lombard (CYA President) and Will Apold. PHOTO CREDIT: Miz Monday

### BILL BURK YOUTH ELITE MEMORIAL AWARD

This award was donated to the CYA in 1997 by the Burk family to honour the memory of Bill Burk, their father, an active promoter of youth sailing in the Montreal's West Island region. As of 2003, this award may recognize a top male and female sailor.

AWARD RECIPIENTS: Frédérique Tougas and Florence Pepin-Delhaes, Quebec and Kyle Campbell Martin, British Columbia



Kyle Campbell Martin. PHOTO CREDIT: Miz Monday

### WILLIAM ABBOTT SR. TROPHY

In 1991, at the second annual CYA Sail Training Symposium, the Sarnia Yacht Club donated a trophy in honour of William Abbott Senior, who as well as being one of Canada's best known yacht builders, has contributed significantly to sail training at Sarnia Yacht Club. The purpose of the trophy is to recognize the many fine programs run by dedicated volunteers throughout Canada and to share the information among clubs for the improvement of their sail-training programs.

AWARD RECIPIENT: Royal Victoria Yacht Club, British Columbia



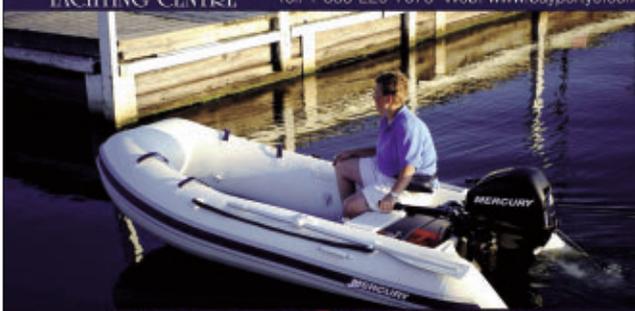
Todd Irving (CYA Board of Directors) and Jen Braem (representing Royal Victoria Yacht Club). PHOTO CREDIT: Miz Monday

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### CITY OF KINGSTON REGATTA OF THE YEAR AWARD

This award is in place to recognize a regatta whereupon all aspects of race management have resulted in an overall organizational success.

AWARD RECIPIENTS: Royal Hamilton Yacht Club and Burlington Sailing & Boating Club, Ontario for hosting the Rotary Mobility Cup 2011



Bob Wercholz (representing Burlington Sailing & Boating Club) and Alan Lombard (CYA President) & Donald Green (representing Royal Hamilton Yacht Club). PHOTO CREDIT: Miz Monday

**CHISHOLM TROPHY FOR EXCELLENCE IN RACE MANAGEMENT**

This award, donated by Ontario Sailing, was established in 1993. Emblematic of excellence in race management, the Chisholm Trophy recognizes the club or association responsible for the regatta with the best-managed races.

AWARD RECIPIENT: St. Margaret Sailing Club, Nova Scotia for hosting the 2011 Trihedral CYA National Sailing Championships



David Lane (representing St. Margaret Sailing Club) and Will Apold. PHOTO CREDIT: Miz Monday

**COACH OF THE YEAR AWARD**

This award was established in 1998 to recognize an instructor/coach who has contributed to the advancement of sailing.

AWARD RECIPIENT: Murray McCullough, Ontario



Murray McCullough and Ken Dool (CYA High Performance Director). PHOTO CREDIT: Miz Monday

**NATHAN R. COWAN MEMORIAL AWARD FOR DEVELOPING SAILORS**

Friends and family of Nathan Cowan donated this award to the CYA in 2002 to honour the memory of Nathan Cowan, who died tragically in a car accident in 2002. After years of determination and persistence, Nathan finally achieved his goal of making the National Team. Nathan's friends and family have designed the criteria of this award in order to support athletes like Nathan, and help them through these years of hard work.

AWARD RECIPIENT: Thomas Ramshaw, Ontario



Thomas Ramshaw.

**PRESIDENT'S AWARD**

Grant Hood (owner) and Oskar Johansson (helm), Ontario for The Royal Canadian Yacht Club's Canada's Cup victory and John Hele (owner) and Terry McLaughlin (helm), Ontario for The Royal Canadian Yacht Club's NYYC Invitational Cup victory.



Terry McLaughlin (Helm of the NYYC Invitational Cup winning boat), Grant Hood (Owner of the Canada's Cup winning boat), Alan Lombard (CYA President) & Oskar Johansson (Helm of the Canada's Cup winning boat).

PHOTO CREDIT: Miz Monday

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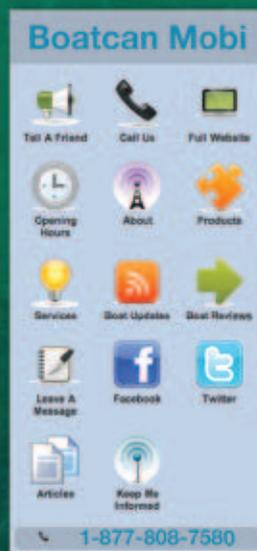
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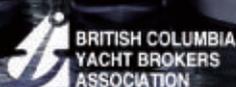
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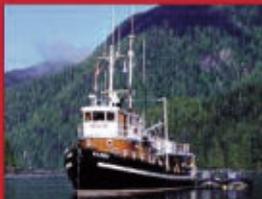
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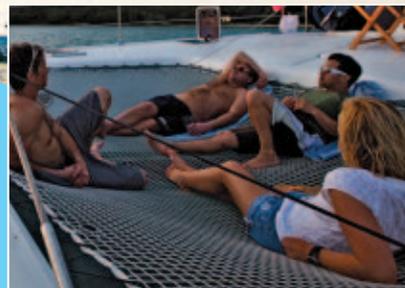
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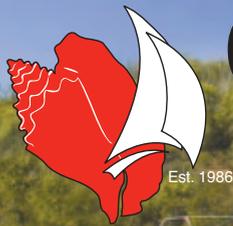
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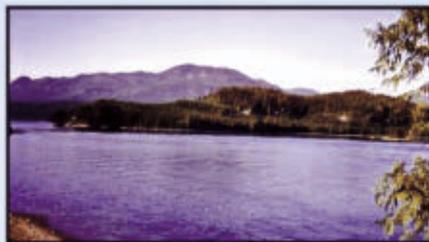
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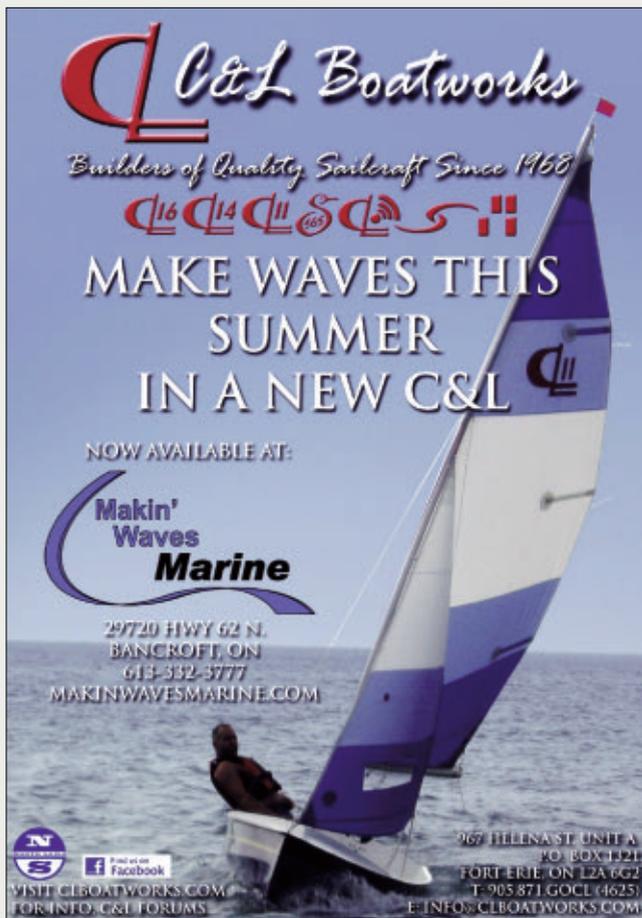
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CY - Canadian Yachting  
CYW - Canadian Yachting West

# Tuned

By John Morris

**THANKS TO THE** surging popularity of boating and the huge ratings of The Boating Network (TBN), I have spent most of the winter watching television non-stop. Fresh off my sofa then is the mid season report – what's hot and what's all wet in boating TV.

Leading the ratings, and narrowly beating out *How I Met Your Skipper* is *Two and a Half Crew*. As you have undoubtedly know from TMZ, this uproarious sitcom focuses on two brothers, one a single dad, who crewed on an AC42. The older brother gets all the girls and generally behaves badly, drinking all the beer in the cooler and calling 'ready about' when no one is really prepared to tack. Most notable this season was the firing of Charlie Sheet, the older brother who, in real life, was found with a bilge full of performance-enhancing chocolate bars and locked a hooker in the head of the Bertram support boat. (I did that, I hear you saying – no big deal.)

Daytimes, you can also catch *Ship's Wheel of Fortune* at. Dressed in figure-enhancing foul weather gear, Vanna spells out nautical terms like "limber hole" with code flags while contestants spin the wheel and take home valuable marine hardware.

Or if you'd rather catch evening programming, the *Daily Boating Show* is a yukfest of clips from the day's happenings. Jon Stewart gets belly laughs by pointing out that prominent boating experts are full of hot air. In fact, your commodore is on there tonight at 11 – that'll be a hoot when Stewart playfully asks why your dock fees have doubled in six months.

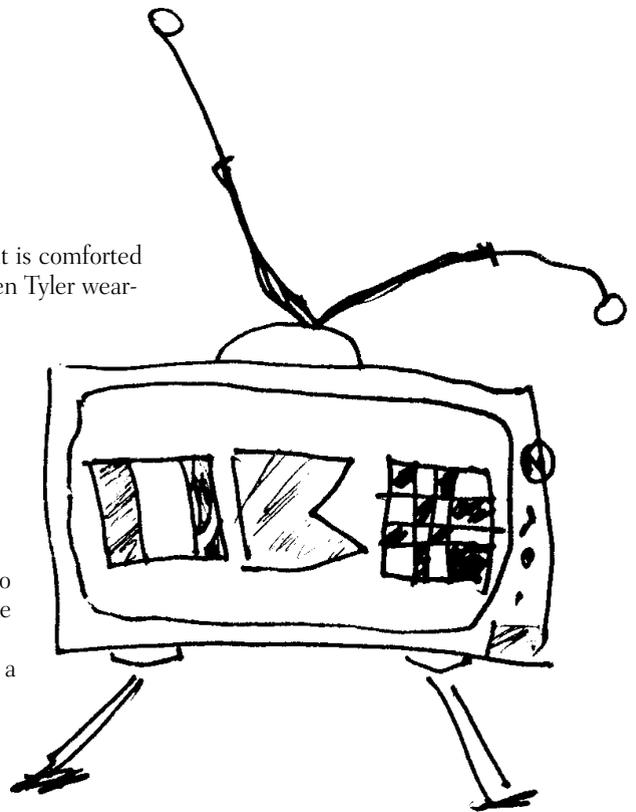
American Marina Idol brings boating amateurs, some horrible and some very talented to the stage to share their navigation skills. "You're going to Newport!" Paula Abdul screams. Then a single mom with a beehive crashes her Sea Ray into a pier in a docking demonstration.

She limps out sobbing but is comforted by her friends and Stephen Tyler wearing gold lame boat shoes and a cool admiral's hat with a feather.

*Holmes at Sea*. This special brings Canada's most popular DIY genius since Peter Whittall hosted *Mr. Fix-It* on board to resolve some boat construction issues. Things go horribly wrong when Mike goes at the panelling of a vintage Canoe Cove with a monster crowbar and rips a gash in the hull. The boat fills with water and the owner's spaniel is only saved by his self-inflating doggie preserver. "It just shows you," Mike notes "do things right the first time." He swims to shore holding a large hammer as the credits roll. Next week, Mike will be rebuilding an Italian cruise ship.

The Bachelor Skipper has been keeping the ladies guessing as handsome Scott Gunwale greets 15 searingly attractive women who all are clamouring to sail into the sunset aboard his Doral 90. The tension mounts each episode during the Phillips Screwdriver Ceremony. Each of the would-be first mates is asked to repair the marine head in the forward stateroom, while Scott makes out with the remaining 14 in the aft deck hot tub. When the one candidate who doesn't receive a screwdriver breaks down in a sea of tears, she is ferried ashore in a Zodiac and candidly curses the whole concept: "who cares – I get seasick anyhow."

*CSI Nanaimo* is the offshore entry in the crime genre. Using incredible scientific techniques and highly improbable equipment plus top secret sunglasses,



David Caruso analyzes the stuffing box grease to determine that the bartender at the yacht club is actually a Brazilian gangster. In the end, it turns out that the missing Fountain 42 was stolen by a drug lord who needed the GPS to locate a stash and hadn't realized he could buy electronics at most chandleries. That mistake cost him his life – a lesson learned.

Then there's *The Big Boom Theory*. This week, hilarious fun ensues when a bunch of nerds put an oversized mainsail on a Beneteau.

Perhaps the most anticipated special of the season was UBC 142 – *The Ultimate Boating Championship "Super Duper Sailing Smackdown."* Ripped tacticians from New Zealand and San Diego aggressively stride into the octagon, rulebooks and boat markers in hand. It's the protest of the century, and no one leaves the ring until a winner is declared. The crowd roars – no, hold it, they are snoring...

That's the new world of boating television, this season anyhow. •



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