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I was beginning to think that sailors can have a good time, even without wind. Or to put it another way, it's not the journey that matters, it's the destination.



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On the Cover: Challenge of the Chief—action during the 2012 Squamish Open Annual Regatta.
Photo by: Jim Hegan



A Chilling Decision

Vancouver's English Bay was a cool, blustery place on Tuesday, February 19, the day the Coast Guard and the Harper government closed Kitsilano Station without warning. The temperature of air and water hovered around six or seven degrees Celsius. If you found yourself in the chuck, you could be incapacitated in 15 minutes or less and suffering from hypothermia in 30 minutes (according to the US Coast Guard). At that stage, you would be unable to help yourself and would need rescue quickly in order to survive.

From Kits Base, help might have reached you within five or 10 minutes of their receiving the call. But with the shuttering of the base, the nearest marine rescue services are at least 30 minutes away at Sea Island CG Station, near Vancouver Airport, or 40-plus minutes away at volunteer-run Royal Canadian Marine SAR Unit 1 in Horseshoe Bay, West Vancouver. If Vancouver Police or Fire marine units aren't busy at their mandated jobs—policing and firefighting—they might be available to help. Or a private vessel, much rarer in winter than in summer, might happen by with willing if untrained rescuers. And if not...? It's a chilling thought.

Just as chilling is the way the Harper government has carried through its short-sighted and ill-informed decision to close the base. It consulted no local stakeholders or partner agencies before announcing the plan last May; it ignored all protests, even those from professional first responders and the premier of the province; and it closed the base abruptly without so much as a courtesy call to agencies like VPD and VFD that will be expected, over their own protests, to pick up the SAR slack. The feds have made it clear how little they value our arguments in support of the base, our votes and our lives. And if the back of Ottawa's hand across your face doesn't tell you how things really work around here, how about a kick in the gut? Two days after closing Kits Base, CCG announced a \$6.6 million refurbishment to a small rescue station in Burin, a village of about 2,500 on the south coast of Newfoundland. That's almost \$6 million more than it would have cost to operate Kits Base, the busiest station in Canada, this year. There must be more Conservative votes to be had in Newfoundland than in the Lower Mainland.

This decision also speaks loudly about how the Coast Guard is led and where it appears headed. Bureaucratic, intransigent and out of touch with the waters and the communities they are mandated to serve, the CCG's leaders seem almost laughably eager to divest the agency of responsibility for crucial services like SAR and life-saving to somebody—anybody!—whether they want them or not. It behaved so in this case right up to the day of the closure. While the organization perhaps best positioned to offer informed criticism of this unfortunate approach, RCMSAR, was officially silenced by promises of increased federal funding for vessels and equipment, there are rumblings that its volunteer members may be uncomfortable with the weighty responsibility that has been dropped onto their shoulders.

Like virtually every opponent of the closure who has spoken out over the last nine months—professional and volunteer rescue personnel and first responders, commercial and recreational mariners, provincial and municipal politicians, even non-mariners who can see a disaster in the making—I believe that life will be lost as a result of this decision, and probably sooner than later. No one put the tragedy of this situation better than a young man named Mandip Sandhu, who spoke at a January rally at Jericho Sailing Centre. Sandhu's brother Paul died in 2001 when his car plunged into the Fraser River and Coast Guard rescuers on the scene could not enter the river because the agency's dive program had been cancelled just 72 hours earlier. The dive teams were eventually reinstated – but not until after five more deaths in the capsizing of a fishboat.

In Sandhu's compelling words, "We can't let this happen. 'I told you so' will be a heavy burden for all of us to bear."

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Readers WRITE

CLOSING THE DEAL

I don't scare easily or often but I must say that your "Buying With a Yacht Broker" article (February 2013) really scared me away from using one, especially to sell a boat, when it stated that one of the duties of the broker when closing the deal was "... removal of subjects ...".

Everybody knows that to "remove" someone is gangster talk for to "do away" with them. So West Coast brokers must be somewhat more brutal than the ones I have known.

Here, in mid-Canada, all we usually expect is that the broker look after removal of the "objects" the owners have left behind. They don't get rid of the owners, too.

We're obviously gonna have to get our brokers to ratchet up their game a notch or two.

David George Somersault I

Of course, no subjects are removed without a fair (sea) trial. -Ed.

WINTER VENTILATION AND HEATING

I disagree with items 9 and 10 in your article "Winterizing" (Engine Room, December 2012). In our winter warning letter to marina tenants we recommend:

Ventilation is the key to a fresh-smelling vessel. Venting keeps the boat cool but dry! If the vessel is well ventilated, it allows for the same temperature inside and out, and no condensation will form on the interior. Keep passage doors and lockers open to aid ventilation. Running a fan greatly improves ventilation; by far the best investment is a solar vent installed in the head or over the galley. They run continuously and vent the boat 24-7.

Closing vents and trying to heat the boat will encourage condensation, mold and mildew. Electric radiant heaters not only encourage condensation, they are the cause of most boat fires; we strongly discourage them if unattended. Another option is the "Air-Dryr" that creates air movement via convection. Another option if you can't get good ventilation in small spaces is "Dri-Z-Air" crystals. They remove moisture from the air and collect it in a bowl without any electrical requirement.

Diesel heaters, open flame and reflective heaters should only be used when an adult is on board.

These recommendations are based on our experience at the marina.

Rondy Dike

**Union SteamShip Company Marina
Snug Cove, Bowen Island BC**

SQUIRREL COVE AQUACULTURE

To: Integrated Land Management Bureau

This submission is sent on behalf of the Council of BC Yacht Clubs and Peter Stockdill, an interested BC boater. The council represents some 50 yacht clubs, and its more than 10,000 members represent the largest user segment of the recreational boating community in BC.

You solicit comments on this application focused on "general suitability of the

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By William Kelly

46 Canadian Yachting February 2013

site location for aquaculture purposes.” Our short answer is DEFINITELY NO.

Here are our issues of concern:

Potential loss of a safe anchorage.

Squirrel Cove is the best anchorage in Desolation Sound. It is large and well protected from prevailing winds, has good holding and ideal depth for anchoring cruising vessels. If this lease is approved, it will effectively remove at least 50 percent of available anchorage because it is located right in the middle of the cove. Justifying this approval by saying that boaters have the option of using a private marina is not acceptable. The use of a private marina should be a choice, not a requirement.

Negative visual impact. The proposed lease is huge: 1,000' by 345', 3.2ha or 344,445 sq ft. This is large enough to float three Titanics side by side with space to spare! We estimate that the area of Gorge Harbour occupied by off-the-bottom aquaculture operations is about four percent. This lease would occupy about nine percent of the navigable water of Squirrel Cove. If Gorge Harbour needs to have its aquaculture tenures capped at four percent because of conflicts with local residents and boaters, why approve nine percent in Squirrel Cove?

Noise and odour. Large shellfish aquaculture operations can result in conflict between residents and shellfish operators. In Squirrel Cove, the conflict will largely be between boaters and operator. The best example of this type of conflict is right next door in Gorge Harbour.

When the Cortes Island Shellfish Plan was prepared in 2003, there were already many complaints from nearby landowners about noise and odour. The plan suggested strategies to deal with this but things did not improve. The Strathcona Regional District was forced to commence legal action to deal with this problem. If this lease application is approved, similar conflicts will inevitably result.

Narrow navigation channels.

If the aquaculture site is moved to the centre of Squirrel Cove, a navigation channel around the site will be necessary. The channel to the east is

so narrow that it could only be used by very small vessels. The channel to the west appears to be about 250' wide. As this is public water, boaters will anchor and stern-tie here. With necessary anchor and stern lines it would not take long for this channel, the only one with access to the northern part of the cove, to become obstructed.

This lease, if approved, will not only impede access to safe anchorages, it will deny a very large area of safe anchorage. It is clear that this aquaculture site will significantly interfere with navigation.

We believe it is time the government of BC begins to consider other users, the surrounding community and the environment along with the economic impact, before approving this or other aquaculture tenures.

Sheila Boutcher

President, Council of BC Yacht Clubs

Peter Stockdill M.D.

Member, Schooner Cove Yacht Club

FUNKY FAVOURITES

It's time to write and tell you how much we like the *CY West* format, content and support of the Power and Sail Squadron. One way to show our appreciation would be to add to your list of “funky marinas.” Some marinas are newer or prettier than others, but the people that operate them are the reason we constantly return to a few favourites.

We are repeat regulars to the Broughton Archipelago in our relatively small and slow sailboat. Some 20 years ago, the Minstrel Island Hotel was still a float plane stop, hotel and restaurant. Definitely a logger clientele. The sign at the bar entrance instructed us that “No cork boots allowed inside. No boots allowed ON the bar.”

You have covered Kwatsi Bay. Max and Anca keep it high on our list. Another personal favourite is Shawl Bay Marina at the entrance to Kingcome Inlet. The hospitality of Lorne and his family at Shawl Bay keeps us returning. Lorne knows where the fish are and their Canada Day celebrations are memorable.

Pat Shera

SV Morgan le Fay

Sidney BC ■

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VANCOUVER SHOW SEES STEADY TRAFFIC, STRONG SALES

THE 51ST VANCOUVER INTERNATIONAL BOAT SHOW

drew steady visitor traffic throughout its five days, including BC's first Family Day, Monday, February 11. Strong boat and retail sales at the show bolstered confidence in the local recreational boating industry heading into the 2013 season.

To take advantage of Family Day, organizers switched from the show's usual Wednesday-Sunday slot to open the show on Thursday, which may have been the show's single best day. Field and concourse exhibits at BC Place were busy from the opening and exhibitors began reporting strong sales

almost immediately. One dealer made 20 major sales of boats or motors on Thursday alone.

Overall show attendance was 32,644—just shy of the 2012 total of 32,981.

"We are definitely up over last year," said Aaron Fell of Breakwater Marine. "There were very, very good buyers and the quality of traffic was definitely there."

The floating show at Granville Island Maritime Market enjoyed mostly dry weather and only a few misty spells. The docks were especially crowded on Saturday as skies cleared for a warm afternoon, and show-goers took

advantage of land and water shuttles to take in both venues. Several dealers and brokers at Granville Island reported sales of both new and used boats right from the beginning of the show.

"This year has been the best show since 2007," said Freedom Marine's Don Young. "We've got eight sales totaling \$3.5 million, four of which are pending and four of which are closing."

Canadian Yachting West celebrated its first year of publishing at the show, and our staff was rewarded with encouraging feedback from readers and strong subscription sales.

www.vancouverboatshow.ca. ■

RACING FOR THE KIDS

REGISTRATION IS OPEN for the 2013 National Bank Easter Seals Charity Regatta, hosted Saturday, July 13 by Royal Vancouver Yacht Club. The regatta supports Easter Seals House, which provides accommodation for families while their children receive medical care in Vancouver.

The regatta is a PHRF handicap race with flying sails and no flying sails divisions. This year's event is pirate-themed and boats will be judged on their costumes, decorations and crew spirit, with the return of the False Creek boat parade. Crews can also get their favourite pubs involved in the Pub Cup Challenge. Registration is \$100 or requires a minimum \$250 boat sponsorship; sponsorship levels also include \$500, \$1,000 and \$1,500.

To register visit www.eastersealsregatta.ca or call 604-873-1865. ■



➤ **BC Yacht Brokers Association** hosts its annual Victoria Harbour Boat Show Thursday-Sunday, April 18-21. The show takes place on the Inner Harbour docks, opposite the Empress Hotel in downtown Victoria. www.bcyba.com

FEDS IGNORE PROTESTS, CLOSE KITS CG BASE



AS PROTESTS of the federal plan to close Kitsilano Coast Guard Station mounted in late February, the government abruptly closed the Vancouver base without warning other levels of government, first-responder agencies or line CCG personnel. On February 19, three vessels departed the station, near the mouth of False Creek, 12 staff were assigned to other stations, and signage and flags were removed from the site.

While Canada's busiest year-round port lost its CCG station, Newfoundland made out big: two days after closing Kits base, the government announced it would spend \$6.6 million to refurbish the station at Burin, a town of about 2,500 in southern Newfoundland. The closure of Kits base is expected to save the coast guard about \$700,000.

The closure—which was not expected before spring—came in the same fashion as the announcement of the plan last spring, with no consultation or notification for local stakeholders. Opponents of the decision argued it was timed for the day that release of BC's pre-election budget occupied the attention of provincial politicians. All provincial parties, led by Premier Christy Clark whose constituency includes the base, have criticized the closure plan, along with Vancouver politicians, city police and fire chiefs, and other rescue services. The announcement also appeared timed

to head off plans by base supporters to increase pressure on the Harper government to reverse its decision.

With the shuttering of the base—Canada's busiest with about 300 calls per year—Vancouver is now served by the Sea Island CCG base, near Vancouver Airport, about 17 miles or 30 minutes from the harbour, as well as by units of the volunteer Royal Canadian Marine Search and Rescue in Howe Sound and Indian Arm, also 30-plus minutes away. The Coast Guard also plans to station an inshore rescue boat crewed by students in Vancouver Harbour from May to September.

But critics say these services will not make up for the loss of Kits base and will leave Vancouver dangerously short of timely SAR resources. They are convinced fatalities will result, especially during winter months when most of Kits Base's emergency calls occurred.

Some recent developments:

➤ At the Vancouver Boat Show, volunteers from the Jericho Sailing Centre Association, a leader in the campaign to save the station, collected more than 3,000 signed letters to Prime Minister Stephen Harper. The letter set out key arguments against the closure, accused local Conservative MPs of "abandoning ship" on the issue, and concluded: "I will not vote for a party that closes the Kitsilano Coast Guard Station."

➤ The issue created rare unanimity among BC politicians at the municipal and provincial levels, especially with a provincial election looming this spring. Premier Clark recorded a YouTube video in which she said her Liberal government is intent on reversing the closure plan. "For the safety of British Columbians, the federal government must find the funding to keep the Kits Coast guard station open and keep Vancouver families safe," she said.

➤ A January rally at Jericho Sailing Centre drew about 250 people, including representatives of all provincial political parties as well as opposition MPs and Vancouver city councillors, all opposed to the base closure.

But the event's most compelling speaker was Mandip Sandhu, who described how his brother Paul died in 2001 when his car plunged into the Fraser River and coast guard rescuers on the scene were unable to enter the water because the agency's dive program had been cancelled 72 hours earlier. As a result of the Sandhu family's campaign—and the deaths of five family crew members in the capsizing of a fishboat, when rescuers again couldn't enter the water—dive teams were eventually reinstated.

"We can't let this happen. 'I told you so' will be a heavy burden for all of us to bear," said an emotional Sandhu. ■



➤ Parks Canada's Ernie Gladstone in a dry pool on Hotspring Island.

GETTING WARMER...

PARKS CANADA STAFF has detected signs that thermal activity may be resuming on Hotspring Island in Gwaii Haanas National Park Reserve. Hot pools and springs on the island—a popular destination for Haida Gwaii residents and visitors—dried up suddenly following a 7.7-magnitude earthquake last October.

In January, Parks Canada scientists noticed hot water seeps above the surface near two of the hot pools but below the high tide line. Thermal activity

has been detected in all the areas of the island where it had previously occurred but water flow has not fully returned.

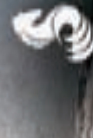
"This is a promising development but the mystery of what will happen to the hot pools continues," said Ernie Gladstone, Gwaii Haanas Field Unit Superintendent. "We will continue to observe the situation throughout the coming months, and we are hopeful that this is just the beginning."

<http://www.pc.gc.ca/pn-np/bc/gwaii-haanas/index.aspx> ■

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Balmy Brentwood Bay & Peaceful Tod Inlet

OFF SAANICH INLET, ENJOY LAID-BACK LUXURY AT BRENTWOOD BAY LODGE AND PEACEFUL ANCHORAGE AT NEARBY TOD INLET MARINE PARK.

By Anne and Laurence Yeadon-Jones
Photos and Charts by Laurence Yeadon-Jones



SOUTH OF SATELLITE CHANNEL AND THE SOUTHERN TIP OF SALT SPRING ISLAND, THE PROTECTED WATERS AND SPECTACULAR VISTAS OF BC'S SOUTHERNMOST INLET CUT 12 MILES INTO VANCOUVER ISLAND. SAANICH INLET'S FJORD-LIKE WATERS REACH AS FAR SOUTH AS GOLDSTREAM PROVINCIAL PARK AT THE PICTURESQUE ESTUARY OF THE GOLDSTREAM RIVER. TOWERED OVER BY THE MALAHAT RIDGE TO THE WEST AND MOUNT WORK TO THE EAST, THE INLET HOLDS SOME WELCOMING SURPRISES. THEY INCLUDE BALMY, SUNNY BRENTWOOD BAY AND LODGE, THE MAGNIFICENT BUTCHART GARDENS, AND A PEACEFUL ANCHORAGE IN TOD INLET MARINE PARK, WHERE BOATERS CAN ACCESS THE HIKING AND BIKING TRAILS IN GOWLLAND TOD PROVINCIAL PARK.

With *Dreamspeaker* on a comfortable close reach, we made our way down Saanich Inlet, sailing to Senanus Island before furling our sails at Sluggett Point, the northern corner of Brentwood Bay. The historic Mill Bay Ferry was heading for its Brentwood Bay terminal so we tucked around its stern and, leaving the red buoy U22 to starboard, we headed for our allotted berth at upscale Brentwood Bay Marina. It was a far cry from our first visit in the late '90s when the old Brentwood Inn was a raucous biker bar with rickety walkways and floats!

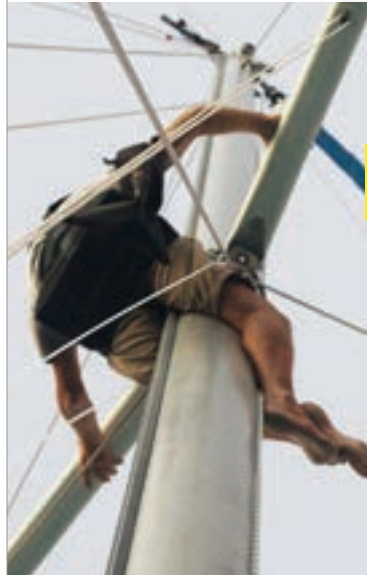
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↳ Brentwood Bay enjoys a spectacular setting in Saanich Inlet.



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is conveniently linked to the resort pool, hot tub and spa by a curved cedar boardwalk. Facilities on the dock include washrooms with showers, laundry, a fitness room and wireless Internet. The dockside Eco-Adventure Centre rents kayaks, arranges eco-cruise tours, scuba diving and snorkeling adventures, and dive charters; it also provides a handy water shuttle service to nearby Butchart Gardens. The adjacent Mill Bay ferry offers easy access to the wine and food country of the Cowichan Valley, making regular crossings on a route described as “Vancouver Island’s most beautiful shortcut.”

Designed in West Coast style “with a touch of Zen,” the lodge’s atmosphere is one of laid-back luxury. Breathe deeply and begin with a little self-indulgence at the spa – choose a

Tropical Oasis Wrap or Westcoast Hot Stone Massage. Bond with your partner and enjoy the Vino Lovers Retreat which includes a blissful vino scrub, rainshower and massage.

Relaxed and ready to savour fresh coastal cuisine paired with local and international wines at the Seagrille, you can request a table on the patio overlooking the marina or cozy up beside the large stone fireplace and admire the vaulted timber ceilings and dramatic local art; a watercolour sunset reflected over the Malahat Range may be an added bonus.

The Sushi and Sake Bar with fresh, made-to-order platters prepared by the resort’s Japanese chefs offers a more casual dining alternative, as does the adjoining Brentwood Pub and deck—a sociable spot popular with island locals and visitors. The pub is known for its local craft beers, regional



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wines, diverse menu and tasty appetizers, all prepared in the restaurant kitchen.

Boaters off to an early start or just taking a break from the galley can indulge in a hearty breakfast served in the Seagrille. The choice of scrumptious egg dishes and the view out to the bay are worth a half-hour less under the duvet.

If you plan to stay for a few days and explore the treasures of Saanich Peninsula, spend a fun morning visiting the enclosed Victoria Butterfly Gardens, with more than 3,000 exotic tropical butterflies and a host of rare tropical birds and flamingos. The 200 species of orchids are just some of the thousands of exotic plants that make up the garden's balanced eco-system. The Church and State Winery and Lodge is conveniently situated next

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← Nest boxes for Western Purple Martins are located in Tod Inlet Marine Park. ↑ A watercolour sunset afterglow illuminates Brentwood Bay Marina. ↓ The Mill Bay ferry offers the most beautiful shortcut across Saanich Inlet.



door—pop in for a wine tasting, cheese platter or lunch on the patio prepared from fresh local ingredients.

A self-guided Peninsula Loop Tour by car is a pleasurable way to visit local wineries, a cider house, and the fruit and vegetable farms that often have convenient roadside “honesty stands” that offering fresh produce, eggs and honey.

BRENTWOOD BAY EATERIES

Seahorses Café

Adjacent to the ferry jetty, a series of wooden steps lead to the relaxed and cosy Seahorses Café. The refurbished glass garage doors let in the light on a rainy day and open onto a large patio deck dotted with colourful umbrellas when the sun shines. A favourite with ferry passengers and locals, the café is famous for its hearty clam chowder and rich French onion soup. The menu offers a good choice of tasty fare, including three varieties of homemade burgers that will keep you going for the rest of the day. (250-544-1565) seahorsescafe.webs.com

Blue's Bayou Café

Casual dining in a jazzy atmosphere with “a little bit of Bayou where you would least expect it!” This is a great place to watch the Butchart Gardens Saturday night fireworks from the large heated outdoor patio. Feast on their Creole Queen Crab Cakes, Ragin’ Cajun (real) Alligator Sausage, fresh Bayou Salad or a wholesome jambalaya—a melange of Creole tomato sauce, jumbo shrimp, chicken and Andouille sausage accompanied by a chunk of homemade corn bread. Owners Blue and Lorill will tempt you with their scrummy Bread Pudding topped with Bourbon-style Cream Sauce. Reservations essential. (250-544-1194) www.bluesbayoucafe.com

The resort’s front desk will supply an easy-to-follow map and arrange car rental or a wine tour (if you are planning a wine tour it’s best let them know a day or two in advance).

Brentwood Town Centre, a short walk from the waterfront, offers all the necessary amenities; there are also two cafés that serve excellent food within walking distance of the marina (see sidebar).

With all the pleasures made available to us, we can only sum up our interlude at Brentwood Bay as delightful!

TOD INLET AND BUTCHART COVE

Most boaters new to Tod Inlet are pleasantly surprised to find that there is a small boat entrance to Butchart Cove with mooring buoys, metal rings for stern lines, a dinghy dock and waterfront access to the Butchart Gardens. These spectacular gardens are a national historic site open year-round and artistically landscaped with more than 5,000 varieties of flowers, shrubs and trees. There are two restaurants and a café, and traditional afternoon tea is served daily. The Children’s Pavilion and exotic Rose Carousel were added in 2009.

On Saturday evenings in July and August the Gardens provides musical entertainment and fireworks at dusk, when the cove becomes a busy vantage point for the boating crowd. The water shuttle from Brentwood Bay Marina offers a convenient round trip to the Butchart Cove dock and the Gardens, for a stress-free evening.

Captivating Tod Inlet, protected by steep, forested shorelines, affords tranquil, all-weather anchorage in Tod Inlet Marine Park. Gowlland Tod Provincial Park’s shady creekside trail ▶

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is accessible from the north shore where you will find a small dinghy dock and picnic tables. Wooden stairs bordered by lush green ferns and moss-covered trees lead to paths and walkways that follow the creek and its waterfalls to the road entrance at Wallace Drive, near Quarry Lake—an enjoyable 20-minute hike.

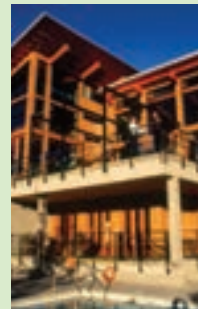
Watch for the wooden nest boxes on stilts near the north shore of the anchorage. This has become an important nesting location for a busy colony of endangered Western Purple Martins that enjoy its protected waters and food supply. To savour the extended evening light, drop your hook near the head of the inlet, bring out the extra cushions, and enjoy something cool in the comfort of your cockpit.



Anne and Laurence Yeadon-Jones are experienced sailors who over the last 25 years have logged thousands of cruising hours charting, recording and photographing their travels along the rugged and beautiful coastline of the Pacific Northwest. They

have produced six colourful, information-packed Dreamspeaker Cruising Guides and are regular contributors to local and international boating magazines. ■

THEN AND NOW



The original Brentwood Inn was built in the 1930s as a fishing lodge. Nearby Tod Inlet and the Goldstream River were considered the ultimate fishing destination, and the lodge was a favourite retreat for many well-known personalities including actor Bob Hope and Prime Minister Pierre Trudeau. A quick visit to the city was as easy as hopping on the daily train that ran from the Butchart Gardens to Victoria. The lodge was eventually sold and turned into an inn and pub which over the intervening years became a rundown bar.

Today, the Brentwood Bay Lodge and Spa is a five-star boutique hotel—a product of the personal vision, planning and hard work of owners Dan and Frauke Behune, who have been responsible for the design and day-to-day operation of the resort since it opened in 2004. They recognized the potential of this once-shabby waterfront property and purchased the inn and adjacent motel after selling Abigail's, their successful boutique hotel in Victoria. Starting from scratch, they have built the lodge into a contemporary full-service boutique hotel with a recognizable West Coast identity.

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Spring Commissioning

AN OUNCE OF PREVENTION...

By Andy Adams

CAN WE SAFELY ASSUME that your boat was properly (and maybe professionally) winterized last year before you stopped using it?

Hmmm...

Even if you are on salt water and your boat can safely stay in the water year-round, are you using it regularly? Metal fittings are corroding all the time, the sun beats down on fibreglass and woodwork, and the rain and damp air all contribute to the slow but inexorable process of deterioration. When engines are used, oil and other lubricants are warmed up, spread around and parts are kept running freely. Air circulates through the

interior when you are out and moving. Boats just like to be used more than they like being stored.

Before you start using your boat this summer, we wanted to share this checklist for spring commissioning that gives you a way to check off the important points before you cast off for another great season. We admire those readers who do the job themselves, but we also believe that paying the pros is a great investment in safety and in maintaining your boat's value.

A caution though: every boat is different and your boat may need service attention that this list does not cover. That is why having an experienced pro doing the work is a good idea.

This year, we went to True North Yachts in Port Credit, Ontario where

we met with After Sales Service Manager Mark Goodyear and Senior Service Technician Paul Whealy who collectively have years of yacht service experience. They shared some of their most valuable spring commissioning tips with us, and we've added some of our own ideas and recommendations.

LAST SEASON

Sail or power, almost every boat has an engine and any operating engine, especially a diesel engine, produces harmful contaminants that are flushed into the pan and held in suspension by the oil. If that contaminated oil is left over the winter months, it can attack sensitive engine surfaces, so we hope you changed the engine oil and filter at the end

Heading out with all systems go!



ng

of last season. The transmission and sail drive or stern drive unit also need annual oil and gear lube changes.

We further assume that you stored your fuel tanks full and with the correct amount of fuel stabilizer for gasoline, or biocide to prevent algae growth in diesel fuel, and that you ran the engines long enough that the treated fuel has circulated through the fuel system before storage.

Treat a generator like the engine it is. Hopefully, you stored it correctly last year. In the spring, start it up, put it under load, make sure it shifts properly before you go out and run it up to full operating temperature.

These steps are crucial whether you haul your boat for the winter or keep it in the water.

ON THE HARD

Many boats are stored on the hard and this is especially convenient for spring commissioning. The most visually obvious thing is the bottom paint. Goodyear believes many boaters paint their bottoms too often for the Great Lakes. Paint build-up can become very thick, yet some anti-fouling paints release their copper content within three to four weeks.

Goodyear favours Micron CSC, a self-polishing, multi-season paint which is equally effective in fresh or salt water. Because it wears off over time with movement of the boat, it reduces paint build-up. And the boat may not need repainting each season, even if it is left in the water year-round. When you see the grey or white epoxy (or a contrasting colour of paint applied before your final coats) start to appear, your bottom paint is finally wearing off.

ANODES

Changing anodes and maintaining corrosion protection is critical. Goodyear recommends you change your anodes every year. Watch for signs of electrolysis resulting from stray current entering the water through a shore power system issue or more likely, from a boat that has a faulty ground. Sail and stern drives can literally be eaten away when their protective anodes become corroded.

To prevent electrolysis, Goodyear and Whealy recommend the use of magnesium anodes in fresh water, aluminum in brackish water, and zinc in salt water.

Isolation transformers are being installed on more and more new yachts, following the standards established by the ABYC, but boats without an isolation transformer can accidentally put stray current into the water, eating anodes away in just days and causing dramatic damage to underwater metals.

When you're inspecting the bottom of the boat, be sure to check the anodes on your sail or stern drive, bow and stern thrusters, shafts, props and every other place an anode is installed.

THRU-HULL FITTINGS

Goodyear says it's True North's policy to leave thru-hull fittings open all winter and when they launch.

An important point is how you handle your transducer over the

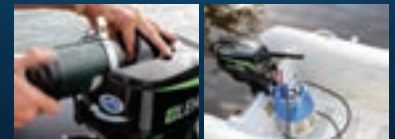
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↩ New or old, every boat needs attention before spring launch.

↘ First, make sure everything is off at the panel. Use a meter to test the battery next then make sure all the connections are clean and tight and that the batteries are secured.



↙ LOWER L: The blue lines are the water manifolds from the water tanks while the black box is the generator muffler. Also, you see the emergency high water bilge pump and alarm as well as the main pump mounted lower. Check the switches and alarms on all. ↘ LOWER M: This feathering prop has to be greased before the boat is launched. You can see the dark (or wet) areas have been greased. The anodes here could be replaced. ↘ LOWER R: Water from the exhaust manifold cooling jacket also lubricates the drive shaft stuffing box, so make sure it's not leaking when you run the engine up to temperature and check to make sure it's not getting hot.



winter. Some transducers have plastic construction that could hold water, freeze and crack or break during the winter. Goodyear believes it's best to remove the transducer in the fall to drain the water, then lubricate the O-rings and reinstall so you're ready for spring.

Before launching, True North's pros lift floorboards and open all access points to locate every thru-hull on the boat. It's amazing how many holes you may find have been drilled in the bottom of your boat to install equipment, hoses and connections. We looked at one older sailboat in the 30-foot range that had a dozen thru-hulls!

Through the winter, even a dip in a hose one can create a problem if it doesn't drain fully and the freeze-thaw cycle creates a leak. That's why Goodyear's crew conducts a thorough search for leaks after the initial launch. It's a great idea to keep the boat in the slings or on the trailer until you're sure no water is entering.

FUEL SYSTEMS AND FILTERS

For boats with gasoline engines, ethanol has become major issue. The addition of this form of alcohol into gasoline has not been a problem in automobiles because their fuel systems are sealed and typically drivers use up their gasoline quickly.

In boats, fuel systems are vented to the open air; as a result, moisture and condensation can enter tanks. Ethanol is hygroscopic and will absorb water. This eventually reaches the point where phase separation occurs and a blob of material that the engine cannot combust will block the fuel system.

Diesel fuel with water contamination can develop bacterial growth that leads to deposits which can clog filters and fuel systems. (For an overview of diesel fuel filtration, see Engine Room, page 76).

Careful attention to fuel filters is the key to combating these problems. Replacing filters at the start of each season is a good practice; discuss with

your service technicians how best to maintain the quality of your fuel systems and filters.

DRIVE SYSTEMS

Drive systems require special attention in the spring to ensure a trouble-free season. The starting point is the raw water pump impeller that delivers cooling water to the engine. If a thru-hull is left closed, sea weed or animal debris has blocked the intake, or the impeller is worn or damaged, the engine can overheat and potentially catch fire. Two years ago, this happened to a cruiser on Lake Simcoe on its first run of the season, and the boat burned to the waterline.

For boats equipped with outboard engines or stern drive systems, the water intake is on the lower unit and the pump impeller is sometimes in the drive, sometimes on the engine. Either way, the impeller itself is an inexpensive part and annual replacement is a cheap assurance of reliable

engine cooling water.

Stern drives require a separate maintenance program because the engine is inside the boat and the drive is outside, requiring that water intakes, drive shaft, control cables, and other assemblies pass through the transom and out to the drive, which has to both turn for steering and tilt up and down for trim and trailering. This mobility is accomplished through the use of water-tight transom bellows. Corrugated rubber bellows have a lifespan of three to six years. The rubber eventually becomes hard and brittle and leaks or total failure can result.

Another component that requires attention is the universal joint. The universal joint includes a gimbal bearing that requires annual lubrication prior to launch.

Manufacturers' maintenance schedules typically recommend that the stern drive be removed from the boat on an annual basis or every 100 hours of use. At that time, the technician can inspect the condition of universal joints, gimbal bearing, bellows and so on. Because of the weight of the drive itself, this is not a task most owners can tackle themselves.

Additionally, sometimes stern drive boats are stored with the drive removed. Sail drives also require proper lubrication but they do not have the bellows and moving parts found in a stern drive.

For inboard installations of various types, check that the stuffing box is operating and adjusted correctly. New dripless versions, in particular need attention to ensure that cooling/lubrication water is reaching the bearing surface. If the boat has been stored out of the water or hauled for maintenance, follow the manufacturer's recommendations carefully for any pre- or post-launch steps to prevent leaks.

Traditional stuffing boxes with a packing gland and flax packing should never drip more than one to three times a minute when running in gear and should keep the bilge almost dry when not running. Periodically, the packing nut needs adjusting; if the gland leaks too much, packing needs to be replaced. Also, pay attention to the condition of the hose surrounding the stuffing box and replace it if it is worn.

Goodyear emphasizes the importance of keeping the bilge as clean as

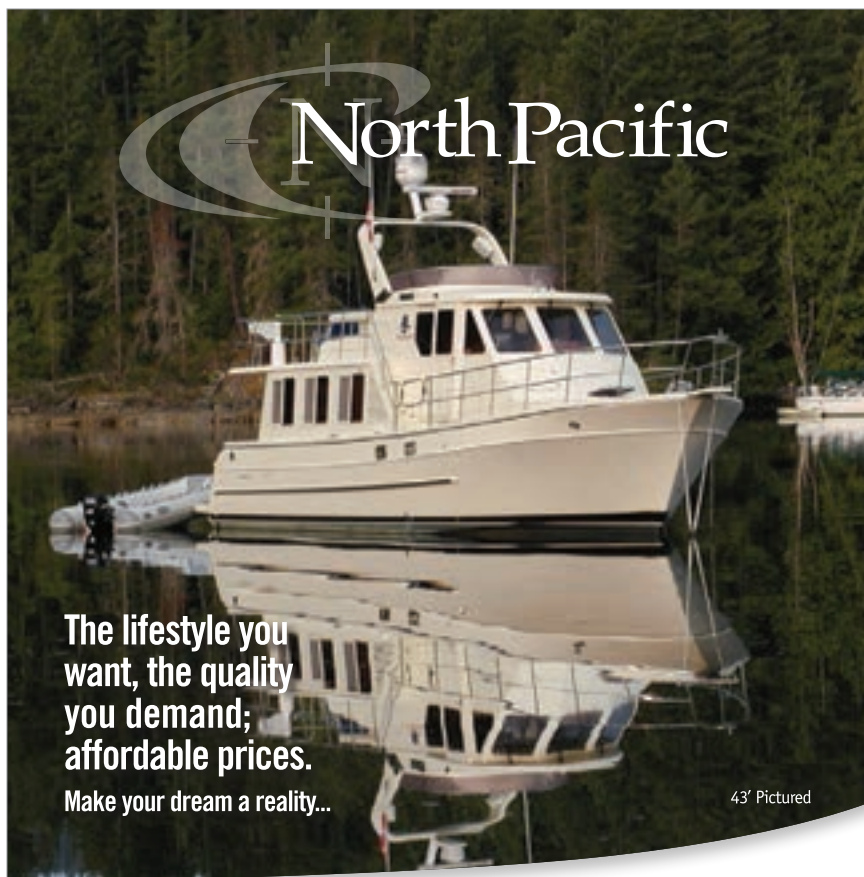
possible. Then, if you suddenly see oil, green coolant or other liquids under the engine, stop immediately and investigate.

BATTERIES AND POWER

There are many ways of storing batteries in winter, but if a series of batteries is left connected and one has a bad cell, it can affect the other batteries.

In the yacht that we photographed, the cables were removed, eliminating any risk of current drain during storage.

When batteries are reconnected in the spring, Goodyear recommends testing them with a voltmeter in case the dashboard gauge is not accurate. After storage, if the battery registers 12.7 volts, in general, you have



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TIPS FROM THE PROS

- When owners are getting their boats ready for launch, they may feel pressured and stressed. It can really help to have a checklist to follow. Keep a laminated list on board at all times and update it from season to season as necessary.
- Goodyear recommends having an anchor and plenty of rode ready to deploy in case the engine quits between the launch well and your slip. Setting the anchor will keep you safe until help arrives.
- In the hours after launch, and a day or so later, be sure to check for leaks or any other issues that may have developed since the boat hit the water.
- Even if you are a committed and knowledgeable do-it-yourselfer, occasional help from professionals with key steps in commissioning can ensure all is done right and offer an excellent opportunity to learn by watching. Many professional techs are happy to pass along their knowledge to interested owners.
- Remember that ounce of prevention! Here's wishing you a safe and trouble-free summer in 2013.

a healthy battery. If you only have 11.7 volts, the battery is significantly weakened. It's wise to check them before storage and again in the spring to compare. If you load-test batteries in the fall, you can arrange for replacements over the winter, if necessary.

Another hot tip (literally) is that when you connect a battery charger, come back in a while and check voltages and the temperature of the battery by touching it. If it is hot and the voltages don't seem right, the battery is likely faulty and needs to be replaced.

When you buy batteries, reputable or premium brands are well worth the investment.

SAILBOAT RIGGING

Goodyear recommends checking all fittings, turnbuckles, cotter pins, stays and chain plates for cracking, corrosion or ▶

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➤ This line leading to the through-hull valve is from the galley sink



➤ This is the through-hull for the triducer. When replacing it, lubricate the O-ring with grease to prevent leaks. Make sure that the arrow is pointing in the right direction. If it's an older one with the cut out, it has to be positioned correctly or it will leak.



➤ Ensure that the raw water strainers are clean, clear and that the caps are put on securely to prevent vacuum or water leaks.



signs of fatigue before stepping the mast.

While Goodyear believes the best way to store a boat is indoors with the mast down, this is not always possible. Leaving the mast up reduces haulout and relaunch time in the spring and fall but increases long-term wear on the hull and components.

Leaving the rig down also allows easy regular inspection of mast, rigging, lights and other mast-mounted electrics. Check the radar mount. Inspect halyards and other running rigging for wear and chafe points.

When boats are left in salt water year-round, it's important to carry out seasonal inspections of the mast and rig, either by going aloft yourself or paying a rigger to do it for you.

PLUMBING SYSTEMS

The lowly bilge pump deserves top-level attention. Test float switches and alarms—these boat and life-saving devices are inexpensive and

deserve to be replaced occasionally to ensure top performance.

When Whealy commissions a boat, he fills the water tanks, pressurizes the water system and leaves the water pump switched on. While working on other areas of the boat, he listens for the pump cycling and occasionally checks the bilge for leaks. Sealing O-rings and gaskets can deteriorate and should be replaced at regular intervals.

When it comes to heads, Mark Goodyear comments that you get what you pay for. The higher the quality, the better the head is likely to function and the more reliable it will probably be. The top-quality products are all very good in his opinion, prevent odours from getting into the boat and are well worth the additional investment.

Fill and empty the head three times, check for leaks on the seawater intake and on the sewage outlet. Make

sure there's no backflow of sewage and check for smooth, normal operation. Don't forget to try out the shower and check for leaks there as well.

GALLEY

Check the propane tank locker and its overboard drain. Flush the drain to ensure that the hose is intact and not clogged. Never let propane drain into the bilge.

Refrigerators and ice makers sometimes have a water line. Make sure it's not leaking once the appliance is turned on.

Air-conditioning on boats uses raw water for cooling and heating; at the start of the season, it can be hard to prime the pump. Some units have wing nuts to enable priming of the AC line; loosen the fitting until water escapes, then tighten it again and the system should be primed. Check the overboard discharge to ensure there is a stream of cooling water.

↪ The pros get ready to launch a big keelboat from the travel lift.



SAFETY EQUIPMENT

Before launching, make sure all safety equipment is on board and up to date: flares, life jackets, fire extinguishers and so on. Do a vessel safety check. It's not just the police who do safety checks. Goodyear recommends that you do your own safety check a day or so after launching to ensure a problem hasn't developed since it went into the water. When you cast off for the first time, make sure you bring in all of the lines, including the shore power cord!

Many readers keep their boats at yacht clubs. Goodyear makes an interesting point about club launch weekends; these often involve time constraints or bad weather. When working with heavy boats and big equipment, professionals never push. Everyone involved in haulout and launch needs to remember to slow down and keep in mind the safety of people and boats.

The best time to start an enjoyable boating season is at spring launch! ■

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The Great Loop

-Part I PAT AND LYNN'S FORAY INTO THE US RIVER SYSTEM AND BEYOND...

By Lynn Lortie and Elizabeth Kerr | Photos by Lynn Lortie

THE MUCH-ANTICIPATED ENVELOPE ARRIVED FROM THE AMERICA'S GREAT LOOP CRUISERS' ASSOCIATION. INSIDE WAS A LETTER CONGRATULATING US ON OUR COMPLETION OF THE GREAT LOOP, A GOLD FLAG AND OUR "BACCALOOPREAT". THIS PIECE OF PARCHMENT MEANT MORE TO US THAN ANY UNIVERSITY DEGREE. WE HAD DONE IT. WE HAD CONQUERED THE CONTINUOUS WATERWAY THAT TOOK US THROUGH THE GREAT LAKES, THE INLAND RIVERS OF THE US AND THE GULF AND ATLANTIC INTRACOASTAL WATERWAYS.

On August 3, Pat and I left from our home port, Midland, Ontario aboard our home-built 38' sailboat, *Adamant 1*. At the beginning, our cruising waters were familiar. The North Channel was

our summer playground, the greatest fresh water cruising area on earth. After many farewell dinners with our cruising friends, we headed west from the South Benjamin Islands and entered the US at Drummond Island. We were on our way!

We allowed some time to explore Lake Michigan and spent a day touring the lovely Mackinaw Island – home of the famous Grand Hotel founded in 1887 and host to the Chicago-Mackinaw race now in its 105th year. From there we ventured down the eastern shore of Lake Michigan and headed into Charlevoix, Leland, Muskegon and Holland. An overnight sail from Holland brought us into Chicago by noon the day after Labour Day!

We spent the next week touring Chicago; we also had to get the mast down. By the following Monday, we

passed through the first lock into Chicago. This route takes you right through the centre of this windy city known for its fabulous architecture.

Sadly, once past this beautiful skyline, you are greeted by a stench that could only be proffered by Chicago's industrial area. The water is dirty too! Thank goodness, it's only a few short miles.

Here is also where you start to meet the tows. We're not sure why they call them tows, as the barges are actually being pushed. There can be as many as 20—equivalent to 47 tractor-trailers—tied together, four wide by five deep, all pushed by one huge tug. They are massive and command respect. When you meet one, it is proper to call the captain on channel 13 to request instructions on which side to pass the

↳ All the marinas in Lake Michigan were well protected and very accommodating to transients.



most safely. He will then tell you he will “meet you on the one whistle” which is pass port to port, or “meet you on the two whistle”, which is starboard to starboard. It is best to memorize those two phrases quickly; the consequences of getting it wrong could be your undoing!

These tow captains, however, are very helpful and considerate. If you're behind any, they will radio you, slow down and let you pass. They will also advise you of tows coming your way as well as the status of fog on the river. Some days, we met up with as many as 15 tows. On one occasion, we had to manoeuvre our boat into a tight space between two parked barges.

On another, we moved so close to an embankment that we were pushing tree branches out of the way to avoid a tow! Eventually, however, you get used to them. “Tows don't panic us any more.”

On this river, we soon discovered that the distance between safe anchorages was often further than a sailboat with a five-foot draft can travel in a day

so it's best to have a couple of back-up anchorages in the plan. It's fine to plan in advance, but a delay at any lock can throw your schedule off. We have been forced to tie up to lock walls or city seawalls, but have also spent many peaceful nights in secure anchorages behind islands or in creeks.

During that very first week, we were caught in the Illinois flood caused by the excessive rain from hurricanes Gustaf and Ike. We had just tied up to the municipal dock in Ottawa, Illinois, when a fellow from the rescue station advised us that the river was expected to rise overnight by eight feet and that it wasn't safe for us to stay.

The first rule of the river is to never, under any circumstances, run the river at night. We had no choice. Thankfully, he was able to get us a dock at Heritage Harbour, a floating marina, three miles upstream. It was already 9 p.m. and pouring rain. The river had already risen three feet and two hours later, we were grateful to get tied up safely. We stayed tied to that dock as the river ▶

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➤ Pat and I would take turns on the bow watching for debris in the river after the flood.



➤ The Arch in St. Louis was impressive but could not be reached by water. There wasn't any sort of marina or town dock in St. Louis at which to stop.



rose 18 feet over the next few days. Two weeks later, we left, but the river was still nine feet over flood stage. This gave us some extra current, increasing our speed, but also gave us a ton of debris to dodge. Was this supposed to be a part of our dream adventure?

This river trip is not for the faint of heart. Constant watching for tows and debris and the following of charts is standard 24/7 practice. You must know your location at all times. The Illinois River, once past Chicago, becomes peaceful and pastoral. There were few towns and even fewer accessible marinas however many provided courtesy vans for us to use to go into town to shop.

Back en route, we hit the Mississippi River running with currents of up to five knots, boosting our normal hull speed up 11 knots at times! At the mouth of the Missouri River, where it meets the Mississippi, the water churns, making the water too fast and too rough to traverse. Thank

goodness a canal was built to bypass that section of the river, however, once through, at St. Louis, the Mississippi River comes barreling back down on you. We watched a sailboat ahead of us going as fast sideways as it was forward. It felt like we were white water rafting in a 38' boat! Luckily, it only lasted a very short time.

St. Louis is barge heaven—20 miles of barges and tows parked along the shoreline or anchored in the river. It was fascinating to see the city from the river, the huge arch, high rises, and the casino boats, but sadly we couldn't stop anywhere; St. Louis has no municipal docks or marinas.

The hardest place to find safe anchorages was along the Mississippi. When we did get to one, we then had to account for the four-knot current. Once settled, the anchorages were quiet and still with plenty of wildlife to see: white herons, bald eagles, white pelicans and occasionally a deer or a wild boar. At night, we could hear the

crickets and frogs and sometimes the howl of a distant coyote. And we know that coyotes do swim.

Our next discovery: underwater wing dams that control the flow of water to help prevent silting in. When the extra current meets with a wing dam on a tight turn, it results in a boiling water effect. I was on the wheel when a huge whirlpool opened ahead of us. It looked like a giant drain ringed with white foam. Before I could turn the wheel, it flung our 20,000 lb. boat sideways scaring the daylights out of us. Although only seconds, we weren't looking forward to the other two spots ahead! Back to that adventure theory again!

When not fighting off a tow or a wing dam, the peacefulness and beauty of the river does relax you. I had expected to see more towns along the river, but if the river can rise 18 feet in a few days, it's not surprising that everything is built well back, behind the levees.

At Cairo, Illinois, we turned up

↳ Entering downtown Chicago after clearing the entry lock.



the Ohio River. This river is much wider and a lot cleaner than the Mississippi. It was a short crossing to the Cumberland River and somewhere en route was the town of Metropolis, hometown to Superman. Apparently, we also passed by Chester, home to Popeye. Who knew we were in comic strip heaven?

All along the rivers, there were locks—many, many locks. Some were 28-foot drops, others were 40-foot drops, and some were 1500 feet long. But locks were no problem for us. Nor were the wicket dams...think retractable dams. (When the water is high, the doors are lowered to lie flat on the bottom so boats can pass over top of them.)

Just past the magnificent sand dunes lining the shores of the Ohio River, we reached the Cumberland River and headed down the 30-mile canal to Barkley Lake—a huge tourist area in Kentucky. We spent three days there, shopping, doing laundry and

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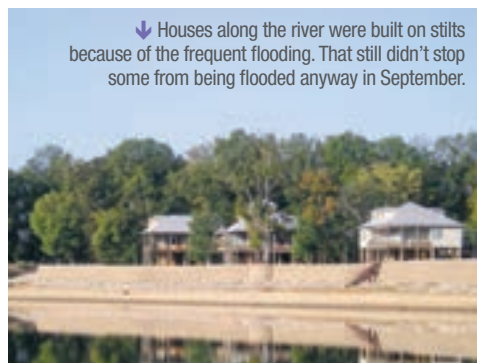
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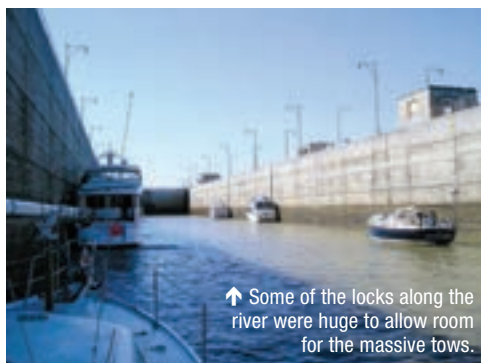
➤ During the flood in Illinois we had to use our dinghy to get from the dock to the shore.



↙ The White Cliffs of Eppes were spectacular and went on for miles.



↓ Houses along the river were built on stilts because of the frequent flooding. That still didn't stop some from being flooded anyway in September.



↑ Some of the locks along the river were huge to allow room for the massive tows.



↓ Meeting a fuel oil tow along the river.

boat chores, and touring Paducah, a must-see town known for its series of murals depicting the history of the city.

We then navigated through the canal linking Barkley Lake to Kentucky Lake—a major navigable reservoir along the Tennessee River. The lake is huge and host to people swimming, sailing and fishing. The east shore is state-owned and boasted only pristine wilderness. The western shore is dotted with cottages, huge homes, and plenty of marinas accessible to all—a nice change from the previous rivers. There are islands to anchor behind and places to explore by dinghy. I could be very happy here.

Our trip took us next down the Tennessee River into Pickwick Lake, an area that took our breath away. The weather remained hot and sunny as we slowed down to explore and enjoy. We were now seeing lots of homes, communities and marinas. We seldom shared an anchorage with more than a

couple of other boats. We toured the national military park, named after the famous Battle of Shiloh that took place in April 1862. (In two short days, 23,000 men lost their lives here.)


We left to enter the Tennessee-Tombigbee Waterway, known as the Tenn-Tom—a 234-mile, man-made canal that stretches from Pickwick Lake to Demopolis, Alabama. There are ten locks, the highest being the Jamie Whitten Lock with an 84-foot drop. There are towns and marinas along the canal, and while we had been apprehensive about transiting such a narrow waterway, it was one of the most relaxing parts of the trip.

We left the Tenn-Tom and entered the Black Warrior River—216 miles from Mobile. This river was much wider and vegetation grows right down to the river's edge. In some areas, white sand beaches invite you want to stop, grab a blanket, and lie in the sun. Sadly,

the alligators got there first.

Morning fog often delayed our early departures. Running the river in fog is simply not recommended. Although the fog was very thick, when the sun rose high enough to shine down onto the river, it dissipated quickly. Here is where we encountered switchbacks and sharp bends in the river. We always put out a security call when we entered a switchback, hoping that if there were a tow, the captain would radio in time for us to prepare to alter course or wait for him to exit before we continued.

On November 1st, we entered Mobile Harbour. It is the largest deep water port on the Gulf; the size and variety of ships were staggering. We took a dock at a marina in the Dog River where we hauled out to repaint the bottom and do some minor repairs. It was hard to believe but we were most thankful we had made it safely to the end of the river system. ■ ▶



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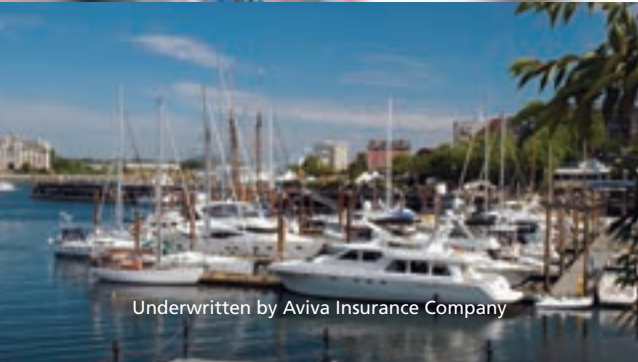
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Florida Celebrates

The entire state of Florida is celebrating 500 years since the arrival of Ponce de Leon in 1513. Counties all over Florida are marking this year in style... including Pensacola.

As part of your Great Loop experience, a stop in Pensacola is highly recommended. Palm Harbor Marina—a frequent stopover for fellow Canadian Loopers—will welcome you with open arms. Palm Harbor is actually home to many Canadian boats kept there year-round. In fact, the Technomarine docks installed there were built in Canada. According to Robert Dunbar, proud marina manager extraordinaire, "Palm Harbor offers a high-end facility that exemplifies class from the change rooms to the covered party dock... everything a dedicated Looper would ever want."

Although Barbados and beyond awaits you, even a two-day stopover here will tempt your historic, cultural and culinary palates. Below are a few must-do activities that will tempt you to steer your boat port from Mobile.

Go back in time and visit Historic Pensacola Village. Your tour guide, likely a PHD in History, will stay in timeless character throughout your 45-minute walking tour. Continue your cultural fix by heading around the corner to the T.T. Wentworth, Jr. Museum that houses three floors of permanent and traveling exhibits.

I love buying locally. And I love buying art. And I did buy local art at the Quayside Art Gallery. This charming three-story historic building originally constructed as the Germania Steam Fire Engine and Hose Company, offers everything art from pen and ink sketches you can tuck in your pocket to beautifully carved wooden bowls that staff will happily ship home for you.

All good things come for a price. Jackson's—an award-winning five-star restaurant known for its steaks—was named after General Andrew Jackson who accepted the transfer of Florida from Spain, served as governor of Florida, and, in 1828, was elected the U.S.'s seventh president. If you left the tie and the little black dress at home, people watch while waiting for your meals to go. You may not know their names but you will know that they are the tinsel of the town.

If not too late, make your way to 360 Pensacola Beach lifts you 200 feet above the beautiful beaches and turquoise waters in fully enclosed, air-conditioned gondolas. You'll experience 360° views sweeping from the Gulf of Mexico.

If you have time, rent a car and drive along Perdido Key to the Alabama state line. Stop for a Bushwaker—a highly spiked, frozen-like mocha milkshake at the infamous Flora-bama! Although not recommended as a pairing, the oysters here



▶ Pensacola Lighthouse with the Blue Angels practicing in formation overhead

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On the way back to your boat, visit the National Naval Aviation Museum. If you like planes and many of us do, this museum will take you to the skies whether exploring the impressive display of more than 150 restored airplanes dating as far back as 1914 or flying with the Blue Angels on the IMAX screen. (Playing at the time was an optional flick in honour of Canadians: Rocky Mountain Express whose viewers are taken on a steam train journey through the breathtaking vistas of the Canadian Rockies and highlights the building the Canada's first transcontinental railway.)

For the not faint of heart, climb the narrow, dimly lit 177-step spiral staircase of the Pensacola Lighthouse for a spectacular view of the Gulf of Mexico and perhaps passages for you yet discovered. Time it to see the Blue Angels practice. You can catch them early morning on Tuesdays and Wednesdays.

Before heading to the marina, stop at Joe Patti's Seafood Market. Place your order with Frank—Joe and Anna's son. It will be packed to go in a Styro-foam chest packed in ice.

Pensacola is indeed worth the visit. Barbados can wait! ■



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↙ The Islands Trust Fund has helped protect Mount Artaban (centre right) on Howe Sound's Gambier Island.

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HOW LAND CONSERVANCIES WORK WITH PROPERTY OWNERS AND DONORS TO PRESERVE THE BEAUTY AND DIVERSITY OF THE WEST COAST'S MOST POPULAR CRUISING GROUND.

By Christine Rikley

MANY CANADIAN YACHTING READERS have likely experienced the beauty of British Columbia's Gulf Islands. Nestled between Vancouver Island and the mainland, this archipelago of more than 450 islands and islets offers calm seas, a gentle climate and stunning landscapes. What many visitors may not notice are the immense pressures on this much-loved area and the work of numerous conservation groups to save these fragile ecological jewels for all British Columbians and visitors.

The ecosystems of the Gulf Islands are among the most critically imperiled in BC. The islands hold one-quarter of the province's Coastal Douglas-fir zone—the ecosystems that give us Garry oak woodlands, rocky headlands bursting with wildflowers, and lush Douglas-fir forests. Over 100 species-at-risk live here, many of which live nowhere else in Canada.

With more than 2.6 million people

in the surrounding urban areas, the Gulf Islands have long been a popular holiday destination and their residential population has more than doubled since 1974. This rising demand for a piece of paradise has left its mark. Roughly 15 percent of the land base has been converted by development, resulting in an irreversible loss of natural ecosystems. A further five percent has been altered by agriculture, and more than 70 percent of the islands' forests modified by logging.

The BC government passed the *Islands Trust Act* in 1974, establishing the Islands Trust as a unique land-use planning agency, acting for residents of both the Trust Area and the province generally, with a special conservation-oriented responsibility: to preserve and protect the Trust Area and its unique amenities and environment. Visitors to the islands may hear about the successes and challenges of the Trust and its work to pace development appropriately for the fragile nature of

the islands. What many visitors don't see is the behind-the-scenes work of the Trust's own land conservancy—the Islands Trust Fund—and the success it has had in protecting the shorelines, forests and mountaintops cherished by islanders and visitors alike.

The ITF works with private landowners to permanently protect properties as nature reserves or with conservation covenants. In a sector dominated by non-profit organizations, the ITF is unique in its ties to local government. Its operations are funded by the Islands Trust's property taxpayers, allowing the land trust to dedicate 100 percent of every donation directly to land protection. People who donate land or cash can be reassured by the long-term stability of the organization and its track record in providing excellent care to the properties it protects.

"The ITF was established 22 years ago, and our reputation as an effective land conservation organization and responsible land manager has

🌿 Galiano Island's Trincomali Nature Sanctuary overlooks Trincomali Channel.



Islands and into Howe Sound. Protected areas include Medicine Beach on Pender, Mount Artaban on Gambier, and Lower Mount Erskine on Salt Spring—home to the island's famous fairy doors. The ITF has also been involved in protecting the coastal bluffs of Squitty Bay Provincial Park on Lasqueti Island.

As pressure on the islands' natural ecosystems continue to mount, the ITF has collaborated with non-profit land trusts to create an ambitious but focused Regional Conservation Plan to protect the best of what's left—the pieces of land that are most important to the region's ecosystems and wildlife.

"Protecting the natural values of the islands can only be achieved by working collaboratively," says

grown steadily," says ITF manager Jennifer Eliason. "We are honoured that island landowners choose to work with us to carry out their conservation vision for their property."

The ITF has worked with partners to conserve more than 1,080 hectares of land from the northern Gulf Islands of Denman, Hornby and Lasqueti down to the southern Gulf

Eliason. "That is why we have involved our partners from the planning stage, and developed a regional plan that includes goals supported by all of our island partners."

Although its operational expenses are publicly funded, the ITF still needs the support of private donors to purchase land. Typically, fundraising campaigns take place on a

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case-by-case basis. When a suitable property becomes available, the ITF and its partners carry out lengthy campaigns to raise the necessary funds. The challenge, however, is that when key properties come up for sale, there is rarely time to rally the community together to cover the purchase price. Raising funds for land acquisition, especially in coastal BC where land values are high, can be daunting.

Such is the case with a quaint cove on Lasqueti known as Tucker Bay. The ITF and a local conservancy have been working quickly to negotiate a deal with the landowner. If the property is purchased by developers, there is a chance the ancient forests and mossy wildflower bluffs could be lost.

The need to react quickly to opportunities like this has the Fund rethinking how it fundraises for conservation. The ITF is looking ahead—working to develop a stable source of long-term funding that can be used to act quickly to acquire the ecosystems identified in the Regional Conservation Plan as they become available. The Fund is appealing to island residents, visitors and admirers from afar to help protect these special islands.

If you love the islands and hope to see natural areas preserved for future generations, consider making a contribution to the ITF's Opportunity Fund or to one of the local land trusts operating in the region. A donation of cash or stocks will help protect properties like Tucker Bay. A deferred gift, such as a bequest through your will or designating the ITF as a beneficiary of an RRSP or RRIF, will go a long way toward the continued protection of the natural beauty and ecological diversity of the islands.

For more information on how to support the conservation of the Gulf Islands, or to learn more about the ITF's Regional Conservation Plan, visit www.islandtrustfund.bc.ca.

Christine Rikley is Communications and Fundraising Specialist for the Islands Trust Fund. ■

LAND TRUSTS AND CONSERVANCIES IN THE SALISH SEA

Bowen Island Conservancy

www.bowenislandconservancy.org

Conservancy Hornby Island

Box 55, Hornby Island, BC V0R 1Z0

Denman Conservancy Association

www.denmanconservancy.org

Gabriola Land and Trails Trust

www.galtt.ca

Galiano Conservancy Association

www.galianoconservancy.ca

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www.gambierc.ca

Habitat Acquisition Trust

www.hat.bc.ca

Islands Trust Fund

www.islandtrustfund.bc.ca

Lasqueti Island Nature Conservancy

www.lasqueti.ca/LINC

Mayne Island Conservancy Society

www.conservancyonmayne.com

Pender Islands Conservancy Association

www.penderconservancy.org

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Modern chart plotters are essentially marinated computers and they occasionally need software updates.

Chasing Software

KEEP YOUR BRIDGE CURRENT WITH SOFTWARE UPDATES

By Andy Adams

THERE HAS BEEN A REAL CHANGE in the focus and direction we've seen in marine electronics in recent years. Gone are the standalone equipment pieces, replaced by multifunction devices capable of "talking" to the other electronic devices on board your boat.

To get first-hand information on what is really happening in the field, we traveled to CMC Electronics Esterline and spent the morning with Lead Technical Service Representative, Lorne Spence.

He began by saying that simply incredible advances in capability have

resulted from the interconnection of your navigation system components.

In turn, simply incredible advances in technology are behind these changes and the piece of equipment that used to have a dedicated circuit board of components somewhere inside, has evolved into an actual computer that in many cases, is running an Intel chipset the same as your home computer has.

There's another very important similarity between the new marine electronics and your home computing devices. Whether you have a PC, iMac computer, notebook, tablet... you regularly receive software updates via the Internet.

You are used to this with your computer. But, the industry is discovering

that many people have not yet begun to apply the same thinking to their marine electronics. If you had a notebook computer that you were using in your business and it was let's say, five years old, I'm betting that you would be planning to replace it any day. It would be an old computer and out of date.

Modern chart plotters are essentially marinated computers. The same as we get computer operating system updates from Windows and Mac, we now get software updates on marine plotters and other equipment.

Originally, the purpose of updates was to correct software 'bugs' and to ensure compatibilities between products. Now more and more, we're starting to see manufacturers adding

new features through software updates.

Lorne Spence emphasized that in most cases, these software updates are free. So, the equipment you bought a couple of years ago can now stay current through free software updates and actually perform better now than the equipment did when it was new.

Marine equipment software updates are done by downloading the software from the manufacturer's website. If you register your product with Raymarine for example, they will email you when a software update for your product comes available. Once you have the software on your notebook, you copy the files onto a blank memory card, be it Compact Flash or Micro SD; whatever your marine equipment can read. The new Raymarine plotters have a fully automated update process and it's very easy for even a novice to do.

Also, owners will often add new equipment to their navigation system over time, ending up with different pieces from different 'generations' of systems. Ensuring you have the latest software can often fix problems you may encounter in connecting "new" with "old" equipment. If you were to call the help desk or customer service line, the first question technical support will usually ask is, "Does your plotter have the latest software version in it?"

For an example of just how fast and frequent these software updates can be, look at the most recent Raymarine 'C' and 'E' series plotter software updates and the list of features that have been added:

VERSION 5.27 - JAN 2013

(current version as of this writing)

- Solution for internal sonar module to be directly connected to a 1KW transducer (600w Output Only).

VERSION 5.24 - DEC 2012

- Fuel Management
- Expanded Engine Data and Alarms
- Document and Photo viewer (view your product manuals on your MFD)
- Thermal Camera Slew-to-cue integration
- IP Camera Support
- On Screen Zoom keys added to Sirius Weather App (North America only)
- Ability to view NMEA 0183/

SeaTalkNG data statistics and buffer as well as save to mSD card

VERSION 4.27 - FALL 2012

- Addition of four on-screen touchscreen controls, an ACCEPT touch screen button added to Limitations of Use welcome page and improved Power Key shortcuts to Brightness and Capture Screen image options

VERSION 3.15 - APRIL 2012

- A huge list of more than a dozen enhancements including added support for Raymarine CP450C CHIRP Sonar Module, support for AIS features, limited support for Sirius Marine Weather Module and several more including a Standby / PowerSave Mode and enhanced home screen customize option permitting 9 and 12 inch MFDs to view up to 4 applications on a single page and so on.

V2.10 - SPRING 2012

- Cartography redraw performance has been improved when sharing over the display network, added support to display fuel flow rate and three more valuable features including the ability to manually change the aspect ratio in the video application.

Many of these update features have been driven by customer feedback from individuals just like you, using their equipment out in the real world. Another big driver for change are the technologies coming from other manufacturers.

A great example is the fact that Raymarine was quick to update their software to operate with both iPads and android devices. The benefits and additional capabilities available by connecting your regular mobile device into your marine navigation system was well documented in the "iPad Onboard" article by Mark Bunzel in the March 2013 issue of Canadian Yachting, starting on page 34.

Another huge advance in marine technology, in safety and in end-user convenience has been the introduction of thermal imaging cameras from companies like FLIR. Some of the new software updates enable you to control

your FLIR thermal imaging camera using your iPad with its many quick and convenient touch and zoom controls.

An advance that we think is wonderful is the recently added ability to view a PDF on the various screens on board your boat. More and more manufacturers (Raymarine is one) are putting detailed user manuals into digital PDF form so when you need information to do an unfamiliar task, you can put a write up on your multifunction display, digitally move from the index to the article and find out what you need to know without having a printed manual on board.

We expect that video capabilities will also be coming soon to a helm station near you!

All of this is impressive and yet the software update process is simple. As we said earlier, if you've registered your equipment on the manufacturer's website you can usually get these updates for free on the Internet when you're at home. From there, you can copy them to something as tiny as a micro-SDR.

With the Raymarine equipment, you simply plug that card into your chop larder chart plotter and its plug-and-play—the software will self install in a matter of minutes. Follow the screen prompts, click except when you're asked and your system will be updated.

When talking to Lorne Spence at CMC Electronics Esterline, the exclusive Raymarine distributor in Canada, he emphasized that even if you let your systems get out of date, there's a good chance you can go straight to the latest update. You can skip the interim steps and still have the latest and greatest.

If a consumer isn't comfortable doing software updates themselves, many retailers and installers are happy to do the update for a nominal fee. We know of several good chandleries who can handle this for you and of course any qualified marine electronics installer can handle the task as well.

Understandably, Lorne was focused on the product lines that CMC Electronics distributes but he wanted to emphasize the importance of keeping your software up-to-date no matter whose equipment you own. Introducing great new capabilities and embracing advances in user convenience and safety is an industry-wide thrust. ■



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The Port Hole

SPRING 2013



FEATURES

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Photo: Don Butt, [AP](#)



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

In his New Year's Address to his nation, the President of Iceland, Olafur Ragnar Grimsson, said that the extreme weather striking the eastern seaboard of the United States and natural disasters throughout the world bore witness to accelerating climate change. Research clearly shows that melting ice and glaciers have contributed to this trend. President Grimsson mentioned in this regard the visit to Iceland last summer of the Chinese icebreaker Snow Dragon. The ship sailed the northeastern route from Shanghai to Iceland. He said it was incredible that politicians turned a deaf ear to the growing scientific knowledge of the interplay between warming and turbulent weather. He said that people everywhere had to realise that the melting of ice, glaciers and ice caps throughout the world threatened the conditions for life on the planet. (Published in Iceland in State Radio News, translated into English by KOM PR, also in Iceland, and used with permission.)

Iceland, of course, is very tuned into our changing weather. The glaciers are Iceland's source of fresh water. They are melting at a rate that is alarming. The second concern is that relatively small changes in water levels or temperatures could affect the direction of the Gulf Stream which, in turn, could effectively put an end to life in Iceland as they now know it. The Gulf Stream provides the warmth that keeps Iceland from being an Arctic landmass.

Icelanders aren't the only group of people who are speaking out. The Canadian Inuit say there are more deaths now among their hunters because the old traditional danger signs no longer hold true. People get caught out in storms or trapped on the ice.

Some sailors are taking a serious look at the new situation. Embarking on a five-month journey, a small crew aboard a 31-foot fiberglass boat which was not ice-protected in any way was successful in sailing through parts of the Northwest Passage that have always called for icebreakers. And, yes, after researching satellite images of sea ice depletion, one of their aims was to highlight climate change.

By comparison with the very real threats to the high north,

our woes about water levels impeding our pleasure boating are minor annoyances. However, for the boating public in general, and in particular for long time boaters who are beginning to become uneasy about the more erratic weather patterns, the challenges are just as complex.

Like the Inuit, serious pleasure craft operators eventually learn to read the sky, the wind, and the atmosphere, and they plan their trips and their routes accordingly. When those clues no longer provide guaranteed results, they need new sources of information to replace the old – more courses, more opportunity to learn how to properly use the technology that is available, more seminars, workshops, speakers. Really – how do you protect your docked boat in a coastal hurricane or tornado? Still photos and videos from the aftermath of Hurricane Sandy paint a grim picture of the potential risks.

CPS is 75 years old. There may never have been a time in the life of our organization when our volunteers have had bigger challenges or more genuine opportunities to be of service. Whether it's MAREP reporting or promoting our courses or serving as a speaker or workshop leader at yacht clubs and all the other places where boaters assemble, we can help spread the concepts of safe boating in very practical ways. And maybe, just maybe, this would be a good time for some of us to update our own skills and knowledge. Taking a periodic refresher course is not a bad idea.

There's another way CPS members can get involved. Are you seeing small or radical changes in weather patterns and/or water levels in your area? Why not share that information with boaters from coast to coast to coast by sending a letter to the editor? Or, equally effective, why not send photos with explanatory captions.

It's easy to back off from doing anything because we each, individually, don't see our contribution as doing much. However, there's an old song, *We Are All of Us*, by Michael Vincent, that negates that idea and, in fact, suggests that all of us share that feeling. "We are all of us, tiny snowflakes,/And we become blankets of snow./We are all of us, tiny sand grains,/And we become the ocean's shore."



**Catherine McLeod, AP, National Administrative Officer
Peterborough Power and Sail Squadron**

Canadian Power and Sail Squadrons welcomes aboard our more than 700 new CPS Associate Members who opted into a membership while successfully obtaining their Pleasure Craft Operator Card through the CPS Online Boating Basics Course over the past year. We also extend a special welcome to our new Executive Director Walter Kowalchuk who successfully passed the course in December 2012 and became a CPS Associate Member.

Each of these new members has been contacted by their Squadron and District inviting them to get involved and attend any local events. If you happen to meet any of these new members while attending activities in your Squadrons or Districts, please extend a welcome to them.

As you read this column it will be time to renew your membership. I hope everyone had the opportunity to read the Letter to the Editor from Robert Stokes of Seymour Power and Sail Squadron that appeared in the last issue of the Port Hole outlining why he renews his membership. He offers many good reasons why you should do the same. Our renewals year over year are gradually increasing so let's make this a banner year for maintaining membership in CPS.

When you are planning your membership renewal please check out our Member Benefits listed on the Members Section of the CPS website www.cpsboat.ca. We will be announcing new member benefits shortly that will offer you more value for your membership.

As you may be aware, 2013 is the 75th Anniversary of Canadian Power and Sail Squadrons/ Escadrilles canadiennes de plaisance. Since our founding in Windsor in 1938 we have developed into Canada's premier boating educator. We hope you will want to maintain your membership during this special year so you can participate in our celebrations.

If you visit the CPS website at <http://bit.ly/CPS75th> you can view a wealth of information on the formation and history of CPS, letters of congratulations on our anniversary from our Patron His Royal Highness the Prince Philip and other government and partner organizations, a historical timeline, and interesting articles on CPS. Through our Ship's Store

you can order an anniversary pin and shirt to wear during the year and keep as a memento of the occasion. Each issue of the Port Hole will also contain articles reflecting our anniversary year.

Planning is underway for a major event in early May 2013 to commemorate our 75th Anniversary and we are hoping you will plan to take part when you receive all the details. We will wrap things up at our 75th Anniversary Conference in Toronto in October 2013, with an opening ceremony on Thursday afternoon, a special event on Friday night, and an anniversary dinner on Saturday night. If you haven't already done so, check out the registration included in this issue of the Port Hole and plan to attend. Our anniversary will also be recognized as part of our activities during Canadian Safe Boating Awareness Week from May 18-25, 2013. Be sure to get involved in any activities planned by your Squadron or District.

Let's all get together to wish CPS a Happy Anniversary and make this a year to remember!



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Dear editor:

In the Winter issue of Port Hole, I read "Preparing for an Atlantic Crossing" with great interest. I spent some time with Richard and his crew.

However, I must correct one thing in the Editor's Note. It wasn't 'George' Applebee who crossed with Wayne Adams aboard Long Reach. It was me, Gordon Applebee. My uncle may be getting some strange phone calls about now.

Gordon Applebee, West Island Power and Sail Squadron

Editor's Note: Gordon's story of his own Atlantic crossing can be found on page 63.

Correction

Dear editor:

In the Winter 2013 issue of Port Hole, on Page 93, re: competition winners, under Division 2, there is my name as a winner. Nice, but it was not me. It was Robert Paton, PCOC/Youth Officer, for his Aids to Navigation that he uses in class and that he built himself as the instructor of PCOC classes.

Cheers,

Mary Monti, Stratford Power and Sail Squadron

Letter of Commendation

In the Winter issue of Port Hole, we missed a Chief Commander's Letter of Commendation from C/C Richard Bee to Rick Easthom of Fraser Squadron. The citation reads as follows:

Letter of Commendation is awarded to

Rick Easthom

In recognition of his distinguished service and unselfish support of Canadian Power and Sail Squadrons.

When approached by a member of Fraser Squadron with a request for assistance he recognized the immediate need for the translation of Boating Basics into simplified Chinese to take advantage of the opportunity to instruct this new group of boaters. His leadership helped bring together the resources necessary to complete this initiative in an extremely short period of time. Rick is an example of a volunteer working in the best interests of Canadian Power and Sail Squadrons and he is to be commended for his dedication to CPS.



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The twitter hashtag for the 75th Anniversary is: #CPS75th

Help Promote CPS and Safe Boating

Participate in the following events to promote your Squadron and our 75th Anniversary

CPS has made 75th Anniversary promotional material available at:

<http://bit.ly/CPS75thPromo> (CPS log-in required)

Don't forget to post your events on the National Calendar so we can promote them too.

April 21-27

National Volunteer Week

NVW is a time to recognize and celebrate the incredible efforts of our volunteers.

Download campaign material at:

<http://volunteer.ca/content/national-volunteer-week>

May 17

National Lifejacket Day – Wear your Lifejacket to Work

The Canadian Red Cross marks National Lifejacket Day, an annual campaign to encourage and promote the use of lifejackets and PFDs among boaters.

Download campaign material at:

<http://www.redcross.ca> search: National Lifejacket Day

May 18

Ready Set Wear It - Life Jacket World Record Day

Participants in cities around the globe will gather to set a world record for the most life jackets worn and inflatable life jackets inflated. The goal is not only to promote the comfortable and versatile options when it comes to life jackets, but also to educate the public about life jackets and safe boating in general.

Download campaign material at:

<http://www.readysetwearit.com>

May 18-25

Safe Boating Awareness Week

The purpose of Safe Boating Awareness Week is to promote safe boating practices to the estimated 16 million recreational boaters in Canada who hit the water each year.

Download campaign material at:

<http://www.csbc.ca>

September 21-29

Great Canadian Shoreline Cleanup

You can make a world of difference by joining Canadians from coast to coast to coast to clean up shoreline litter in your community.

Book your cleanup site at:

www.shorelinecleanup.ca





Bradley Schmidt

For many the family boat is simply a way of life, a means of transportation from the dock to the cottage as mundane as your morning commute to work. The term “pleasure boaters” accurately describes the rest of us. Whether it’s a white-capped edge-of-your-seat sail on a blustery day, a day spent at a perfect serene mooring, or trolling through narrow channels, there are as many ways to enjoy a day on the water as there are boaters. With the warm weather quickly approaching I thought it might be fun to set a few goals for the 2013 boating season. I value spontaneity as much as the next guy, in fact sometimes it’s the last minute trips that are most memorable, but as the summer weekends blend into each other, before we know it the season is over. With the boating season such a blur it never hurts to make some plans ahead of time.

According to the hour meter on our engine, we spent just under 25 hours on the water last season. In that time I accomplished the three unofficial goals I set for the year: circumnavigation of Kashwakamak Lake, exploration of Upper Mazinaw, and fishing in Marble Lake. I shared some of the photos in a previous Jet Set.

This year, in early Spring before the bugs get too bad and while the water levels are high, I would like to canoe from Upper Mazinaw Lake (the headwaters of Ontario’s Mississippi River system) past Bon Echo Provincial Park, through Lower Mazinaw, into the river that follows, and ultimately through Little Marble, Marble, and Georgia Lakes, right to our cottage. This should be a comfortable day trip so long as we plan well by taking an extra vehicle or having a friend drop us and our canoe off where we put the canoe in the water.

Though I promise every year, I do believe 2013 will be the year we finally debut the Nomad camping trailer. If so I most certainly want to spend a night camping on an island in the floating trailer.

My third goal is to catch more fish! So far my performance has been less than stellar and I think if I head out closer to sunrise or sunset and start to pay attention to where I’m fishing, there’s a possibility I might get a few more nibbles.

What are your plans for 2013? Will you set goals or just go with the flow? Either way, be careful out there and always wear your PFD!



Entrance to Lower Mazinaw Lake from Upper Mazinaw and the start of the Mississippi River Canoe Route.



John Gullick, AP
Manager, Government & Special Programs

Q – Why Take a Safe Boating Course?

I usually start my answer by asking a question of my own: Would you start driving a car before taking a course and/or driving lessons? The answer is probably “no” for good reason. When it comes to operating a boat, especially a power boat, personal watercraft or sailboat, the same question usually gets a very different answer. Most people believe that operating a boat is much easier than operating a car and I would respectfully suggest that this is far from the truth.

Let’s think about it and follow the comparison. When you do the written portion of your driver’s test you are required to identify a large number of signs. The same is true for travel on the water. I counted up the number of different signs, markers, lights and flags that are noted in Transport Canada’s Safe Boating Guide and there are more than 60. Add the fact that the side of the boat on which you keep certain markers will change depending on the direction of the water flow, and you have to know how to determine that flow.

Let’s go even further. You are required to carry up-to-date charts, the water version of road maps, on board. To be able to use them you also need a magnetic compass and an understanding of the symbols that are noted on the chart. There are literally pages of those. In fact there is a whole book dedicated to charts, their symbols and how to read them.

Now let’s look at the operation of the vessel itself. Power boats, personal watercraft, sailboats and paddle boats all perform differently, just like cars, trucks, motorcycles and bicycles do. When you turn the steering wheel on a boat it is the back end of the boat that moves first, not the front end, as with a car. When you take your foot off the gas in a car you can still turn left or right with no problem. The same is not true in a boat. In some cases, without power to drive forward motion, the boat or personal water craft will not turn at all. Cars have brakes. Boats don’t and rely on reverse thrust or friction to slow the boat down.

Most cars also contain all the required safety equipment already built in. The same is not true of boats. Different types and sizes of boats require different safety equipment on board, in good repair and accessible. You need to know what that equipment is and how to maintain it. For the most part, seat belts are the same but lifejackets and personal flotation devices (PFDs) are not. Today PFDs are purpose-designed for different types of on-the-water activity and you need to know how to choose and maintain the right one for your particular purpose.

Last but not least, let’s consider weather. It is true that in

a car you have to consider adverse weather conditions, especially heavy wind or rain, but in most cases you are protected from those conditions and can carry on to your destination. The same is not true on the water. Slight changes in the weather can call a halt to what started out as a fun day on the water. Even too much sunshine can have adverse effects and you need to know when to recognize that and how to do something about it.

Are you beginning to get the picture? I have not talked about Cold Water Shock due to unexpected immersion and the dangers of Carbon Monoxide.

The body of knowledge that is required to pass the test for your Pleasure Craft Operator Card (PCOC) now has 257 key learning points and that covers only the basic level of knowledge needed to fully understand and enjoy a safe boating experience for you and your family and guests.

CPS, through its local Squadrons, can really help out. CPS can offer a combination of on line and classroom courses that range from the very basic PCOC course to very advanced navigation and everything in between. There are also elective courses like Weather, Marine Electronics and Maintenance.

It is said that knowledge is power and when it comes to boating you can never have too much of it. That knowledge can give you the confidence to really enjoy your boating experience and it can give others confidence in your abilities as a safe boat operator. The best trip is always a trip that returns safely.

To learn more about Canadian Power and Sail Squadrons, boating safety and everything you need to know to enjoy great times on the water visit the CPS web site www.cps-ecp.ca.



Photo: Jeanette Gordon



Happy Anniversary, CPS From HRH Prince Philip



WINDSOR CASTLE

I am very pleased to have this opportunity to offer my congratulations and best wishes to all members of Canadian Power and Sail Squadrons on their 75th Anniversary. During that time, the Squadrons have made a significant contribution to the safety of those who enjoy their recreation in boats.

Water can be very deceptive. A harmless calm can change into a dangerous storm, and, unless well prepared, pleasure can turn to tragedy in moments.

As a new generation of enthusiastic boaters takes to the water every year, the responsibilities of the Squadrons are never-ending. Their work is an invaluable contribution to the safe enjoyment of messing about in boats.



Courtney Haddock, AP was instrumental in having Prince Philip a Patron of and Honorary Member of Canadian Power and Sail Squadrons.

Courtney was the founding member of Victoria Power and Sail Squadron, first District Commander for Vancouver Island and was also the Mayor of Victoria, from 1969-71.

He is pictured here with his wife, Blanche, Queen Elizabeth and Prince Philip at Victoria City Hall in May 1970.

Prince Philip was presented with a CPS flag aboard HMY *Britannia* during the Royal Visit.

—Sourced from the 1971 issue *The CPS Nautical Journal*.

To read more letters of congratulation sent to CPS visit: <http://bit.ly/CPS75th>



75th Anniversary Shirts

Available in both Women's and Men's
Sizes: Small to XL

Short sleeve \$44.95

Long sleeve \$49.95

\$5.50 extra for XXL and XXXL

Add your Squadron or District name below the logo for \$1.00 extra

Includes taxes, shipping and handling

Women Get the Vote

– a look back at the history of CPS

**Past Chief Commander, Doreen Hinksman, AP,
North Halton Power and Sail Squadron**

It is hard to believe, looking at the membership of CPS today, that it was originally an all male organization. In fact, boating itself was considered a male hobby, one that women did not pursue except perhaps as a passenger on her male companion's boat. Many women who took our safe boating courses years ago did not even realise that this was the case. In my particular experience, I decided to take a course because my husband and I were thinking of buying a boat. I signed up at the Boat Show and was advised of the Squadron nearest to my home, where I could register for the then Piloting Course, the entry level of CPS at that time.

As the course progressed, people came into the classroom and told us all about CPS, and that we could join the organization if we wished after passing our final exam. Not known to me at that time was that I was in a student group that was to form the nucleus of the new Squadron of Brampton, which was being planned by Weston Squadron members. Then came the shock – all the women in the class were not to be full members, but were to be Lady Associates! We could not hold office within the Squadron, and could not vote, although we could work alongside the men, and even earn a Merit Mark for our efforts.

Over time many women felt this position to be untenable, and lots of women in various parts of the country began to lobby for a change in this policy. I became very active in working for our 'cause' and wrote many letters and

made many speeches concerning this inequality – many of the male members agreed with us. A motion, which was presented to the Governing Board to allow women to become full members, unfortunately failed. This made us all the more militant. It was around the time of the famous 'women's lib' movement – burning bras etc. was rampant. Once again the Motion was coming up to allow full membership to women, and I felt I needed to make a personal statement. I was staying overnight at the hotel where the Meeting was to be held, and conceived an idea. I hung a black lace bra on the door of the then Chief Commander, with a note saying "What will you do about this??" – or words to that effect (it was a long time ago) with my name and room number attached to the note.

You can imagine my dismay the next morning, finding a neatly wrapped package on my bed, with a note from the laundry department at the hotel stating, "Hope this is to your satisfaction; we could not find anything needing assistance." The Chief had not even seen my note or the bra. Well, if nothing else, it did give us all a good laugh.

Fortunately that meeting proved successful and women became full members. The By-laws were amended in 1973 to allow full membership to women. It did take a while after that to bring women on to positions on Squadron and District Bridges. I am proud to say that I eventually became the first woman to serve as Chief Commander of CPS - we came a long way baby.



About Doreen Hinksman

Doreen Hinksman was the first woman District Commander, the first woman to be a member of the Governing Board and the first woman to be a member of the Operating Committee. In 1997 Doreen became the first female Chief Commander of Canadian Power and Sail Squadrons. Since that time Doreen has continued to contribute to CPS as Chair Committee on Nominations 1999-2001, National Conference Committee Chair 1999 - 2005, Officer Training Program Chair 2005- 2010 and Planning Committee Chair 2008 - present.

Doreen and her husband John spent 25 plus years boating on Georgian Bay. They now spent most of their time on Lake Ontario in their 40 ft Vista Cruiser.

–Photo sourced from the 1998 issue The Port Hole

Check out our history, awards, and events as we mark our 75th Anniversary by visiting our website at:
<http://bit.ly/CPS75th>

We asked, you answered

How has CPS made your time on the water more enjoyable?

In celebration of our 75th Anniversary we thought it would be fun to reflect on what CPS means to you. We've kicked off our discussion with "how has CPS made your time on the water more enjoyable?" Here are some of the responses we received.

"CPS is the absolute best yacht club there is - bar none. The people in this club are the people we went to school with, who fixed our boats, who tie our lines when we meet up after a rough crossing, who open their boats to our kids when we're away and who help patch our dinghies when we hole them on an oyster covered beach. They're the folks that put on fishing derbies "for the kids" at the Father's day cruise to open the season, and who meet us on a desolate dock with an oven-sized turkey at Thanksgiving and tell us we'll be one of eleven turkeys, and it needs to be ready for 1900 as we begin to close the season.

It's an all-inclusive club - no one's left out. New members are tucked under the wing of an "oldy" and if they choose, are taken into the wilds of the BC coast - given a "sponsor" boat to tie to in all anchorages, coached in the ways of the geography, schooled in the finer points of running a boat on the water, vs the classroom learning of running a boat on paper, and are expected to man the dinghy same as anyone else when the pack of dogs or a stern line needs to be taken ashore. On completion of their "apprenticeship" members become "journeymen", and are then given the privilege of placing a new apprentice under their arm - to be enrolled, included and accountable. And the cycle repeats.

How lucky we are to have found this group....and how lucky we are to be there when new members now find us..." - Robert J Stokes, Seymour Power and Sail Squadron

"Sharing vacation time, cruising with squadron friends, got us out on the water and changed our approach to boating. Surrounded by knowledgeable, experienced skippers and crew, we ventured further and further afield (a sea?) with every cruise. Now we are able to pay back, as we help new boaters come to terms with west coast weather and sea conditions." - Chris Gordon, Port Moody Power and Sail Squadron

"I have made lifelong friendships that I will carry on warmly forever. CPS has taught me to be a knowledgeable and safe boater. Now in retirement, I have joined the many talented volunteers teaching safe boating to new boaters. It has become a lifestyle for me." - Leigh Mellow, Peterborough Power and Sail Squadron

"I took the CPS course that we now call Boating in 1972, Seamanship, Piloting and Advanced Piloting over the next three years and courses in the newer technologies throughout the succeeding years. I can't imagine what my life on the water over the last forty years would have been like had I not received the education that I did when I did. From the confidence to plan my travels through piloting out of fog, handling rough weather when caught out to teaching sailing, Boating and Maritime Radio courses, I have enjoyed every minute of it.

I have found that being active in CPS is the best way to get the most enjoyment out of it. By serving in several positions, I have learned what the organization is all about plus have the opportunity to share some of my knowledge with younger members which always triggers memories of some wonderful experiences.

I feel sorry for boaters who have the attitude "I have my PCOC so I know all I need to know to go boating". I see these people as the ones who will meet one of the challenges that the sea throws at us occasionally and decide that boating isn't for them. We see the results at every marina in the boats that sit idle year after year." - John W. Smith, Nanaimo Power and Sail Squadron

"I have been a member since 1998 and have been teaching since 1999 beginning with VHF. I was taught initially by my father who was a boater since his early teens in the late twenties. Later I became a marine engineer with the Pacific coast Fisheries and Oceans, circumnavigating Vancouver Island many times and several times around the Queen Charlotte Islands. I have amassed a great number of experiences that relate to teaching the various aspects of Boating and use them to dramatize the worth of the written word. One student referred to me as Capt. Doom because I was always pointing out the immediate respect one needs to give the water. I always enjoy meeting new students and take pleasure to find answers to the left field questions they throw at me. I learn more each season." - Ion Barnes, Cowichan Power and Sail Squadron

The next question we would like responses to is: How has CPS enabled you to connect with other boaters? Is a CPS member now your best friend or spouse? Let us know.

Please submit your answers to:

CPS Forums: <http://forums.cps-ecp.ca/>

Email: theporthole@cps-ecp.ca

Three CPS winners of Canadian Safe Boating Council CASBAs

Across Canada, seven individuals and four organizations stand out for their efforts in 2012 in support of recreational boating safety and environmental stewardship. And now the Canadian Safe Boating Council has recognized these individuals and organizations with awards for their heroism and outstanding accomplishments.

The Canadian Safe Boating Awards (CASBAs) are like the Golden Globe awards of safe boating. On January 13 the Canadian Safe Boating Council hosted the annual CASBA ceremony to recognize the efforts of the general public, volunteers, professionals, companies, agencies and organizations that have distinguished themselves in the fields of boating safety and environmental stewardship during the 2012 boating season. The winners were selected from a host of nominations received from the public at large, covering boating safety stories from Vancouver, British Columbia to Port Credit, Ontario.

The CASBA awards span a number of categories and the winners who displayed their dedication and heroism in 2012 are as follows:

- Rescue of the Year – Stefan McClelland of Ottawa, ON for his heroic rescue of the pilot of a downed aircraft on the Ottawa River.
- Marine Professional of the Year – Lori Mason of Port Credit, ON for career-long contributions to boating safety on and around Lake Ontario.
- Top Volunteer Dedicated to Boating Safety – Joseph Gatfield of Windsor, ON for his lifetime volunteer role with the Canadian Power and Sail Squadrons.
- Special Recognition Award – Pattison Outdoor Advertising of BC for contributions to a 2012 Canada-wide campaign promoting lifejacket wear and continuing support in promoting safety on the water.
- Special Recognition Award – Bob Izumi of Burlington, ON for promoting boating safety and lifejacket wear as part of the “real fishing” experience.
- Best Boating Safety Initiative (Sponsored by Ontario Power Generation) – Rick Easthom (Fraser Power and Sail Squadron) and Jack Tang (West Bay Boating Club) of Richmond, BC for helping Chinese-speaking boaters in their community boat more safely.
- Best Media Contribution to Boating Safety – Sgt. Norm Webster of the Vancouver Police Marine Unit, Vancouver, BC for non-stop engagement of local media and keeping boating safety in the spotlight.
- Safeguarding the Environment – Golden Enviro Products Inc. of ON for its innovative eco-friendly cleaner/



Photo: Walter Kowalchuk

National Executive Officer Joe Gatfield was named Top Volunteer Dedicated to Safe Boating. National Training Officer Carolyn Reid accepted the Best Boating Safety Initiative on behalf of Rick Easthom and Jack Tang.

- degreaser BIM200, helping boaters safeguard the environment.
- Marine Industry – Windabout Enterprises Inc. of ON for its innovative heaving line, TOSS’N SAVE, making rescues from the boat safer and easier.
- Visible Personal Flotation Device (PFD) Wear in Advertising – Muskoka Lakes Association, ON for a collectible poster featuring lifejacket wear as part of the boating tradition.

CASBA 2012 Award Winner: Joe Gatfield – Top Volunteer Dedicated to Boating Safety

Joe Gatfield has lived, played and worked around the water since he was a small boy. In fact, his family owned and operated a marina at Rondeau Bay, on Lake Erie. Joe lives and breathes boating, and loves to share his passion and concern for doing it safely. When the Canadian Safe Boating Council learned just what Joe does with his time, there was no question who would receive its 2012 award for “Top Volunteer Dedicated to Safe Boating”.

Joe joined Canadian Power and Sail Squadrons (CPS) in

January 1985 and has spent countless hours pursuing and teaching safe boating practices. He joined the Governing Board in 2004 as District Commander for Western Ontario; the Operating Committee as Chair, Committee of Rules, in 2005; and then became National Training Officer in 2007 for four years. In that role, he was instrumental in reinvigorating the Training Department and ensuring that all courses were either up-dated or actively being up-dated. In 2009, CPS awarded Joe a Chief Commander's Citation (the Squadrons' highest recognition) for his distinguished and noteworthy contributions to the organization. Joe is now the CPS National Executive Officer. He is also the Historian for the Windsor Squadron; Chair of the National Volunteer Awards Committee and the Organizational Effectiveness Committee.

He is one of two Canadians serving on the American National Association of State Boating Law Administrators' National Education Standards Panel. This is a highly esteemed appointment and the result of his reputation in the North American recreational boating educational community.

He has also worked tirelessly on the Bridge of the Windsor Power and Sail Squadron, and once held the position of Commander, following in his father's footsteps.

Oh yes, and if all that is not enough, Joe is a member of the Windsor Yacht Club and Sun Parlour Boat Club where he also volunteers. He is a member of United States Power Squadrons, and is involved and supports the Optimist Club and Knights of Columbus.

CASBA 2012 Award Winners: Rick Easthom and Jack Tang – How to Say 'Safe Boating' in Mandarin

Thanks to Rick Easthom and Jack Tang of Richmond, British Columbia, Chinese-speaking boaters in their community are learning to enjoy safer boating. The Canadian Safe Boating Council would like to thank them for their efforts by awarding the team with its award for Best Boating Safety Initiative for 2012, sponsored by Ontario Power Generation.

Richmond is home to a growing number of Chinese Canadians, many of whom also have a passion for boating. But a lack of English language skills has brought a large number of these enthusiasts into harm's way on the waterways of the Fraser River, the Strait of Georgia and Gulf islands. Being unable to read and understand a marine chart, the tides and marine weather often gets boaters in trouble. Both men felt that rookie mistakes such as these could be averted if boating safety courses were available in the boaters' first language. So they decided to join forces to develop a solution.

Rick is Commander of the Fraser Power and Sail Squadron, and an experienced boater and instructor. Fraser Squadron has been delivering the 13-week boating course for several

years, which covers the fundamentals of boating: reading and understanding charts, chart work, compass, aids to navigation, and safety equipment. Jack is founder of the West Bay Boating Club and very active in the Chinese-Canadian community. Jack felt that having training materials in Chinese would help Chinese-Canadian students succeed and improve their safety and competence on the water, and approached Rick with the idea.

Rick agreed to deliver the training under the auspices of Canadian Power and Sail Squadrons (CPS), and Jack proceeded to recruit five bilingual Chinese-Canadian boaters, who were then trained to become instructors in their native language. Jack provided resources to translate the lesson plans into Chinese characters.

Turning the plan into reality involved other members of the CPS team. When approached by Rick Easthom, Carolyn Reid, CPS National Training Officer recognized the idea as a solution to a need and made sure that the necessary resources were available to get this project done in a very short time frame. Lawrence Lau in Toronto reviewed the translation of the exams and the Boating Basics manual into simplified Chinese characters and John Gullick worked with Transport Canada to get the exams approved.

Since the new program was launched in June 2012, three Chinese boating courses have been held in Richmond. Thirty-two of the 33 participants graduated. And from a national perspective, CPS's 'Boating Basics' text has been translated into Chinese and will soon be available across Canada.

Not content with their success with one initiative, Rick and Jack set out to address the challenge of the boater that finds himself in an emergency situation, trying to communicate with Canadian Coast Guard staff. The two men are now working with the Canadian Coast Guard to develop a relay procedure that will enable boaters to communicate in their own language on a designated frequency. The 'relay' will then provide the translation to the Coast Guard station. Complementing this project, they have developed a workshop and resources to coach participants to manage an emergency call.



OUR ATLANTIC ADVENTURE

Lake Champlain's Point Bay in a morning mist

Gordon Applebee, S, West Island Power and Sail Squadron

We were down to bare poles and towing warps to keep us below nine knots. We were four days out of New York and the wind, which had been building for two days, howled. The waves had become charging mountains about as high as the mast... thirty-five to forty feet. I was happy I brought ski goggles. Without them, I wouldn't have been able to keep my eyes open in the wind and spray. The communications were out and the chartplotter failed. The wind vane was struggling but still working. However, it couldn't anticipate a quartering hit. I was 'helping' steer with my hand on the auxiliary rudder, facing aft so as to see the on-coming waves and steer the stern into any that didn't come from the direction of the wind. Wayne was bailing each time the breaking wave-tops boarded us. We were being blown south toward Cape Hatteras, an area we wished desperately to avoid and I was thinking; "If this gets any worse, we're going to be in trouble."

I have been around boats all my life and have sailed for ten years. Wayne Adams is an avid outdoorsman and boater. He and I started planning the crossing in 2009 as a retirement adventure. I sold my twenty-five-footer and we bought an Alberg 29 "Long Reach". After much work, the boat was completely refit, including deck work, new standing rigging and sails, all new seacocks, etc, \$\$, etc, \$\$\$. We took CPS courses to upgrade our knowledge (Seamanship, Piloting, Fundamental and Global Weather) as well as a private course in Diesel Engine Maintenance. We learned from others. We spoke with experienced sailors and we read everything we could get our hands on.

The trip began from Ile Perrot Yacht Club, just west of Montreal, in September of 2011. We motored down the Seaway to Sorel, then the Richelieu River and Chambly Canal System to Lake Champlain, through the Champlain Canal System to the Hudson River. It was a completely enjoyable journey, meeting people and seeing things, descriptions of



From left to right: Gordon, Wayne and Richard celebrating in Nazaré, Portugal

which could fill this magazine. The twenty-two day trip to New York was invaluable in terms of getting accustomed to the lifestyle afloat, testing the mechanics and electronics, provisioning, and living aboard.

We wintered the boat at Westerly Marina in Ossining, NY, and we can't say enough good things about the family-run business. They were extremely welcoming, patient and helpful. There we continued preparations (installing mast steps, wiring, windvane steering, solar panels and a new dodger).

My wife Donna was our land-based crew. We arranged to communicate with her every day for updates on weather.

In early May of 2012, we headed out and got caught in that blow. Luckily, it didn't get worse. However, when it was all done, we wound up with a broken windvane and our prop fouled by a loose jib sheet. We sailed back to New York (with the help of another system packing gale-force winds) and got a tow into Sandy Hook Bay Marina, where we affected repairs. By this time, after two storms in twelve days, I had just about enough of the ocean. It was rough and it was stressful. We had spent so many hours without sleep that we hallucinated.

We had given it a good try and it didn't work out, so I wanted to turn the boat for home. Wayne didn't though, and after a few days' rest, the dark cloud of negativity started to lift. We decided to give it another try. By this time, our friend Richard Lariviere was nearing New York on his journey from Lake Chaplain and would be in our

area soon. Although our European destinations differed, Richard and Crew were heading out on basically the same trip as we were. When Indian Summer 1 arrived in Sandy Hook Bay, we compared notes. With a repaired wind vane, the prop cleared, a new satellite phone and most importantly, an arrangement with Richard's weather router, CPS instructor Jess Grondin, who would communicate with us through Donna, we set out again on May 16th.

By sunset of the first day, Richard's Tartan 34 was out of sight, heading south-east of our position. We had one more nasty blow before reaching the Azores. We had dead calm and we had headwinds, but mostly enjoyable sailing. New York to Flores took us thirty-five days. We saw dolphins, birds, turtles and whales. We saw magical nights where the Milky Way was so bright it reflected on the sea. We enjoyed landfall in the Azores. Flores is beautiful. Horta, on the island of Faial, is a place I've always wanted to see. We painted on the wall. We drank in Peter Café Sport. Pico is amazing. We met other cruisers and made fast friends. One couple, Pascale and Christa, have been sailing for fourteen years. They've visited sixty-five countries.

From Horta, we had a fourteen-day sail to Nazaré on Portugal's mainland. Again, the people were great. The beach is phenomenal. It's a town full of shops and cafés where folks vacation from all over Europe.

All in all, the trip was awesome and Wayne and I are proud of our accomplishment. We are especially grateful to Ron Zinn, who created a website that allowed friends and family to follow us. If you would like more detail on the adventure, Google "Long Reach Voyage".

The trip was difficult. Though our original plan was to head back across in January to return to New York via Madeira, the Canaries, the Caribbean and Bahamas, we decided we didn't want to spend another five months aboard and away from loved ones.

We sold Long Reach in Portugal and flew home. Sailing is in our blood and since our return, we have each purchased cruising sailboats of our own. As I write this, Montreal just experienced a record snowfall. Here at my home in the lower Laurentians, the fire is on, I'm sipping a coffee and thinking of the Great Loop...hmmmm.

What is MAREP?

The word MAREP is a coined word, a short for Marine Information Reporting. The MAREP Hydrographic Programme is a joint effort of CPS and the Canadian Hydrographic Service (CHS). The purpose of MAREP is to permit CPS and CHS to carry out an ongoing program to ensure the reporting of discrepancies on Charts and to update and make qualified recommendations toward improving nautical information on Charts and other CHS publications.

Items, which should be reported, include, but are not

limited to: submerged objects, obstructions in and above the water, landmarks, private Aids to navigation, new marine facilities, navigable channel information, width/depth, etc., information affecting Sailing Directions, suggestions for chart improvements

Correspondence and the MAREP reports are handled by officers within CPS at the District and Squadron levels. Direct contact with CHS at the District level ensures rapid transmittal of information.

—Sourced from <http://spps.org>

FALLING? RISING? A QUICK SUMMARY OF WATER LEVELS

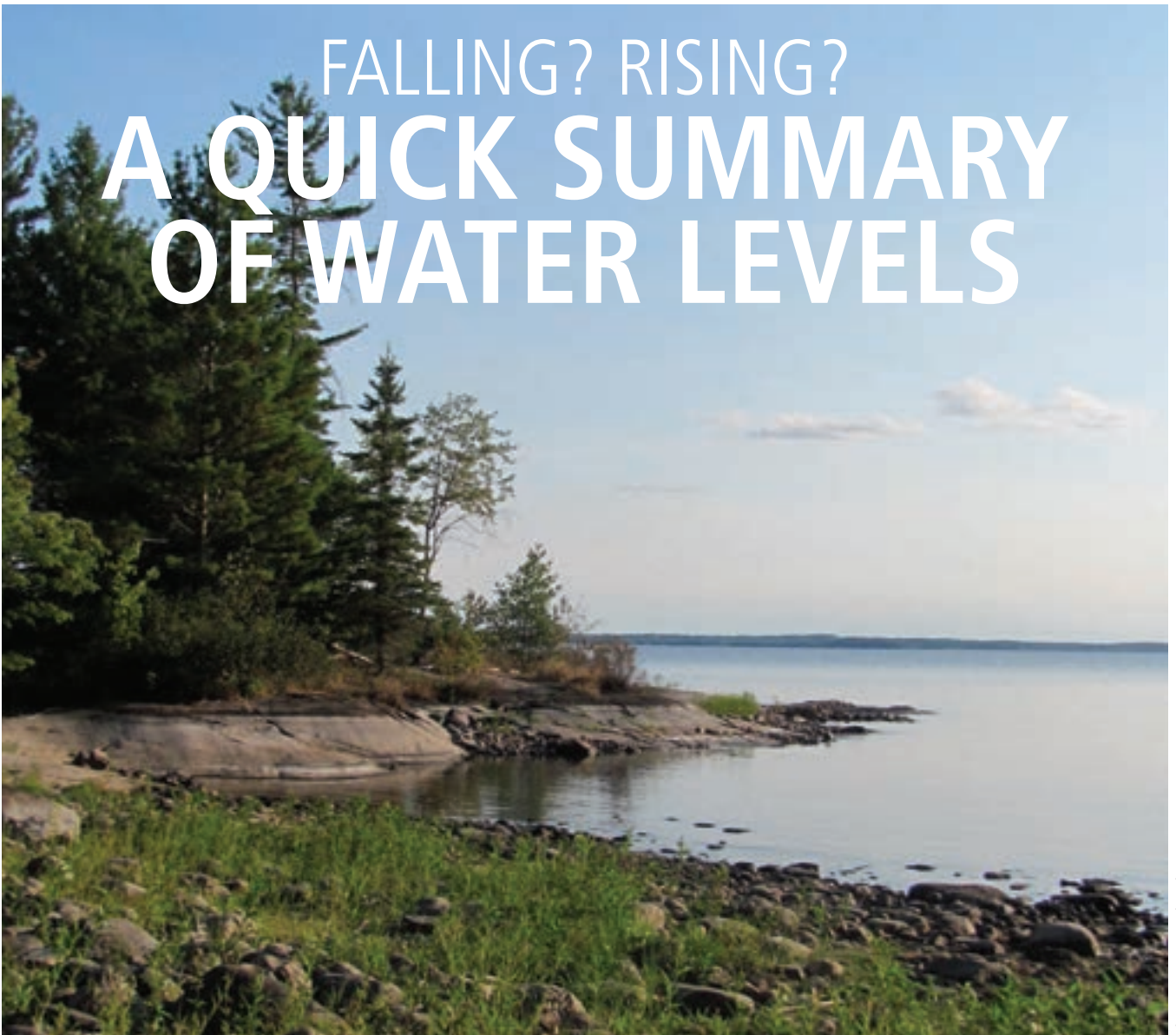


Photo: Vanessa Schmidt

Jim Hay, JN, Lake St. Louis Power and Sail Squadron

For the past few years the Great Lakes and St. Lawrence Rivers have seen lower than average water levels. In some cases water levels have fallen below chart datum, particularly the upper lakes. While the St. Lawrence Seaway started the 2012 shipping season allowing 26'6" draught in the Montreal/Lake Ontario section, by late June that was reduced to 26'3". In mid-December a further reduction to 26'0" was implemented. The only exception was for inland vessels which were permitted 26'6" draught. Throughout the shipping season there were also speed reductions. These changes mean longer transit times and hundreds of tons less cargo being carried on a ship.

It wasn't just commercial shipping which was affected. Municipal water supplies suffered in various ways from

low water levels, recreational boaters faced the fact that the bottom is now closer to the surface and, while lucrative, this may not necessarily be the way marine repair shops want to make their money.

It is not just Canada that has suffered. According to Reuters, in the United States, "Shipping groups have called on U.S. President Barack Obama to release water from reservoirs into the Missouri River to boost water levels on the Mississippi River. The Missouri River feeds into the larger river near St. Louis." The Mississippi River is extremely important to the U.S. economy and the threat posed by low water levels and the possible need to suspend navigation has far-reaching implications.

In the U.S. southwest, Nevada's Lake Mead fell, in 2010, below levels not seen since 1937 when the lake began filling after the construction of the Hoover Dam. As the lake

has shrunk, marina operators have had to rebuild infrastructure and move their docks.

Onkama, MI is a small town of about 2,000 residents which has depended on tourism and summer residents for the past hundred years. This year Portage Lake, which is part of a waterway which connects Onkama to Lake Michigan looks more like a mud flat than a lake. Without a good snowfall during the winter of 2012-2013 the U.S. Army Corps of Engineers warns that Lake Michigan could fall to record low water levels in 2013. The owner of three local marinas is hoping that there will be enough water this spring for 10 of the 55 slips at the two of his marinas which remain open. The third is closed for lack of water.

In the meantime the town is concerned about how the loss of revenue will affect its operations.

In contrast to what is happening inland, ocean levels are rising. Whether due to global warming, changes in weather patterns or other yet unknown causes, the oceans are warming and thermal expansion means that the oceans are encroaching on the shorelines. This was one of the contributing causes to the severity of damage from Hurricane Sandy.

Unfortunately it is difficult to predict future water levels

on Canadian and American inland waters because they are largely dependent on winter snowfalls and other influences from the weather.

What does this mean for pleasure craft operators and cottagers? Obviously, if the water levels don't recover there will be less water to float our boats. That may mean cottagers and marinas have to move docks and other infrastructure. It may mean all or part of some pleasure craft waterways are unusable and it may mean that some boats don't get launched. Whether we like it or not, our economy will also be affected as shipping also depends on how much water is under the ships.

As the water gets closer to chart datum the importance of using current charts and keeping them up-to-date should be self-evident. For CPS members the opportunities for submitting MAREP reports will undoubtedly be many.

Sources: Great Lakes and Montreal Harbour Water Level Bulletins (2003-2012), St. Lawrence Seaway Notices to Shipping and Seaway Notices (2012), Winnipeg Free Press (2011-11-27), Las Vegas Review-Journal (Oct. 19, 2010)

Water Saving Tips

David Phillips, Canada's "Mr. Weather", had a piece of advice for CPS members who attended his presentation during the Edmonton conference. Talking about the effects of climate change on boaters, as well as the general population, he said, "Don't wait for everyone else to come up with a solution,"

One of the problems we will face, he said, is with water – too much in some places, drought in others. Statistically, Canadians use more than 300 litres of water per person per day. If each of us can cut down on that amount, we will be doing our part to stop the drain on our lakes, rivers, and underground water reserves.

Quick tips:

Toilets: Statistically, 75% of household water is used for flushing. Older toilets used 13 litres a flush. This amount has been cut back but the best bet is a dual valve toilet which uses 3 litres for liquid waste and 6 litres for solids. If your school, marina, yacht club or hall doesn't use dual valve, suggest it.

Shower: An easy test – if your shower fills a 4-litre bucket in less than 20 seconds, replace the shower head with a water-efficient model.

Outside chores: Use a broom to sweep your driveway, rather than hosing it down. Use a broom to bring down cobwebs, rather than hosing down the side of your house.

Lawn maintenance: Don't water as often. Walk across the lawn and look behind you. If the grass springs up, it doesn't need watering. If footprints remain, it should be watered. Watering early morning or in the evening reduces evaporation and can cut your water usage by 40 percent.

Gardens: Make your own compost from kitchen, garden and lawn refuse, and use it to produce rich, water-holding soil for the garden. Mulch, using newspapers covered completely by a layer of decorative stones or bark chips. Practice Xeriscape, designed to save water. Use plants that are native to your area. Replace part of the lawn with fast-growing ground cover native to your area.

Save: When washing fruit or vegetables or changing the water in the fish tank, save the water for your plants.

DAVID PHILLIPS CHANGING CLIMATE, CHANGING WEATHER

Joan Eyolfson Cadham, S, Editor-in-Chief
Saskatchewan Power and Sail Squadron

Weather is Canada's favourite topic, says Canada's weather guru, David Phillips. We have an emotional attachment to weather, he says. We are fascinated by it. But, while we talk about it, we don't do much about it although, he said, "recreational boaters and farmers are the best amateur forecasters."

Phillips, who spoke to a packed room at the CPS conference in Edmonton, said that we don't want to own up to the fact that we are changing our weather. "If you change the climate, you change the weather. You can't change climate without changing weather," he said.

"We are outwardly disgusted at our weather but we are secretly proud," he said. "When bad weather doesn't happen we are disappointed. It brings thrills and excitement to our lives. For folks in Toronto, weather is the last vestige of nature they've got going for them, and Canada is the only place where people put the beer into the fridge to keep it warm."

We live under the influence of our weather, Phillips said. "Look at Canadians' wardrobes. We spend more money on clothes, not because we are so fashion conscious. We just need a lot of clothes because we have lots of weather. Weather has made us creative and inventive people – we invented insulin, pabulum, zippers, instant pudding, frozen fish, covered shopping malls, testicle warmers for cattle, and covered baby buggies."

Nature is beating us up, Phillips said. "It's brutalizing us more than in the past." We've had more severe, more unusual weather over the past 10 to 15 years, he said, citing the Saguenay flood in 1996, the British Columbia snowfall of 1996, which hit Victoria, "where people go to get away from storms and snow", hurricanes on the east coast, and the Ice Storm storm in Ontario and Quebec, where there were calls out to media around the world. "Montreal and Ottawa were never more beautiful," but the storm proved that weather could bring Canada to its knees. "If we couldn't handle this, nobody could," Phillips said. "We don't want to relive that terrible time."

Changing and unpredictable weather is going to affect pleasure boating, he said. For example, Lake Erie temperatures



Photo: Don Butt

have reached 27C. In the Caribbean, that temperature can produce a hurricane. The 1960 to 1990 elevated water levels were a nuisance to marinas but otherwise not a problem. The sudden drop surprised experts. Lake Michigan and Lake Huron were six meters lower than long term averages, St. Clair in Ontario, one-third lower – the change was dramatic.

Marinas have all sorts of issues, inland waterways are affected, shoals are visible, boaters are not leaving their docks. Water issues are the big concern – not enough water or sometimes too much – dredging will have to be done, infrastructure – docks, smaller boats, launches, all these situations need to be managed. The Maritimes are seeing rising sea levels with salt water intrusion into fresh water. Wildlife is at danger because of invasive species. And there is an economic implication for shipping, with more trips carrying less cargo.

"And we are not adapting as quickly as we should," Phillips said. "We knew 20 years ago."

More Canadians are concerned about climate change than the politicians are – look at past performances – organized systems are not in place and climate is changing rapidly. Young people, generally, are more aware."

Marine Guides for the Great Lakes are in the process of being revised re wind, weather, waves. "Regional components

are necessary,” he said.

With the changes, there could be opportunities, both good and bad. Warmer weather means a longer boating season. “Times are going to change. It’s a matter of trying to adapt to them. But the message must be one of hope.

He had some specific advice. “Don’t wait for everyone else to come up with a solution. Based on what is likely to happen, we have got to cut back on fossil fuels. We have seen the future – it’s going to be warmer. We have to be serious, not trade or burn CO2 but conserve it. Boaters need to convince manufacturers to build engines that look at environmental viability, that are more fuel efficient.”

David Phillips has been employed with Environment Canada’s weather service for more than 40 years. His work activities relate to the study of the climate of Canada and promotion, awareness and understanding of weather and climate in Canada. His publishing record includes several

essays in *The Canadian Encyclopedia*, a book on *The Climates of Canada*, and two best sellers: *The Day Niagara Falls Ran Dry* and *Blame It On The Weather*. He is the originator and author of Canada’s favourite calendar, the *Canadian Weather Trivia Calendar*, and he’s a regular weather and climate commentator on national radio and TV.

Phillips has been recognized for his work. He is a fellow of both the Royal Canadian Geographical Society and the Canadian Meteorological and Oceanographic Society. He has been awarded the Patterson Medal for Distinguished Service to Meteorology in Canada, the Commemorative Medal for the 125th Anniversary of the Confederation of Canada, the Queen Elizabeth Diamond Jubilee Medal and, twice, the Public Service Merit Award, as well as two honorary doctorates from the University of Waterloo and Nipissing University. In 2001, David was named to the Order of Canada.

Be Safe During a Thunderstorm

Before You Set Out

Never set out without obtaining the latest weather forecast, both for your general area and, even more important, for the waters in which you intend to boat. With local knowledge, you can allow for possible peculiarities of the local weather which the forecaster may not be able to anticipate.

If the possibility of thunderstorms in a given area is greater than 40%, a Marine Thunderstorm Advisory will be broadcast by Coast Guard Radio. You should monitor the radio at all times.

If You See a Thunderstorm Coming

Air mass thunderstorms build locally and gradually, giving ample notice of their presence. Clouds which start early as small cumulus, but develop progressively during the forenoon into towering cumulus, should warn you to keep off the water.

Cold-front storms, and especially line squalls, give little such warning. If clouds with anvil tops or altocumulus advance unexpectedly over the western or south-western horizon, or distant thunder is heard, act at once. It may appear possible to reach shelter before the storm strikes, but distance on the water can be deceptive. Line squalls, like the bad news they are, travel fast. Everyone on board should put on personal flotation devices, lifelines should be prepared, and the boat should be secured for rough weather. Obtain a fix (determine your position), and check for other vessels in your vicinity before rain obscures the visibility. Sailboats should reduce their sail area early. Once the squall hits, too many things happen at once. Heave-to, using a sea anchor, if necessary.

During the Storm

Ensure that everyone is well inboard and clear of stays and metal fittings, to reduce the possibility of injury in the event of a lightning strike. A vessel with adequate grounding from masthead to waterline is surrounded by a cone of protection, which should provide some safety.

There are many versions of what constitutes an adequate ground for a boat. One simple method is to clip a chain or jumper cable to the mast or shrouds of a sailboat, and let it trail in the water. The main thing is to give the lightning the most direct path to the water. Check if other Squadron members have advice on grounding. In addition, your marine insurance adjuster may be able to provide information on the best procedure, based on claims from other boaters.

In a small boat, keep as low a profile as possible. Lightning prefers to target a feature which stands higher than its surroundings. However, even being in a harbour, surrounded by a forest of masts does not grant absolute immunity from lightning.

Note: Do not automatically assume that a person who has been struck by lightning is actually dead. Frequently the prompt application of cardiopulmonary resuscitation (CPR) can change an apparent victim into a survivor.

Once you have determined the approach of a thunderstorm, make an immediate weather report to the Canadian Coast Guard, using VHF radio. That just might save someone else’s life.

The above is an extract from the CPS Fundamentals of Weather Course for recreational boaters.



Jim Hay, JN, Lake St. Louis Power and Sail Squadron

The weather tends to be something which you notice more at the cottage and you notice its effects as well. George is glad he took the weather course because it has helped. Of course, just keeping his eyes open all the time would have helped too. Last year birds were standing on rocks which never used to be visible. That should have told him that the water was down. As a result the weeds were up. So was the repair bill for propellers.

Maybe it would have been a good idea for him to have paid more attention to the chart.

It was a good summer last year but the lack of rain did little to help the fact that it was further to the lake from the cottage. Hopefully this year will be better. At least we got some snow this winter.

Should we buy a trailer and see how the boat likes other areas? That's the trouble – what will this summer be like? Should we put wheels under the boat? If the water level goes much lower we might have to move the dock further out and even start mowing the lake. But as much as I know that the chores at the cottage never quite seem like chores, perhaps more work isn't what we need. We could always have a picnic on the rock pile in the middle of the bay. After all it is pretty much at the surface now. I'm not sure, but I think two islands down the lake have become peninsulas. Maybe George should report them and win the MAREP award for improved reporting....

It would probably be best to wait until we open the cottage to be sure that we don't have to buy a new boat. In the meantime is the squadron giving the GPS course? It

might be a good idea to take it and make sure that we know where the rocks are when the water returns. What's that? The squadron just finished giving the GPS seminar? Well, why not re-read the text from the weather course? It never hurts to refresh what you've learned and what more practical subject is there than the weather?

Going back over some of the course material also gives you a break from the anticipation of what you'll find when you go down to the cottage for the first time. Some of those trips are forgettable, like the time I found that the boat on shore had been stolen.

George can remember the year that someone took a chain saw to the tree to which the small boat was chained. They took both the boat and the tree. After that they even took the plastic boat, the one which George was trying to figure out how to fix. Too bad the Maintenance course doesn't cover fixing a hull made of ABS plastic. Given how leaky it was, perhaps the thief took it for a ride and swam home.

Well, there is at least one good thing about the lower water levels. It is likely that there will be less damage during the spring thaw. All things considered, we need the additional water so I think I'd rather take my chances with the levels improving.

Does anyone know how to do the rain dance?

Hopefully this summer will be kinder to boating than was last summer. Certainly I'm hoping that it will be more conducive to boating than walking in, or is that on, the water. Whatever the summer brings us I hope that it will be a happy and safe time for all.

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Friday Night October 25th—"Hollywood North"

Come join the Celebration of our 75th Anniversary. This is your chance to dress as a Hollywood Star! Either Movie or TV, any era will do. How about John Wayne as Rooster Cogburn? Fred Astair and Ginger Rogers, Lucille Ball and Desi Arnaz, Marilyn Monroe, Bela Lugosi (Dracula).....the list goes on.

Districts could be the entire cast of a Movie or TV Series. How about Dale Evans and Roy Rogers? Don't forget about Trigger. The only limit is your imagination. Awards, Prizes, Fun, Laughter and Entertainment. Walk the Red Carpet to Fame at the 2nd floor concourse at 18:00 hrs.

TOURS

Wednesday October 23rd 2013—Wine!

The Great Canadian Coach Company will whisk us away for a day of wining and dining amongst the vineyards of the Niagara Wine College. Tour the vineyard – learn about wine making and taste the wine.

We will tour their micro-brewery, see how beer is made and taste the results. The college also has a large greenhouse and a cooking school. Our Lunch is in their restaurant overlooking the vineyard. Returning to Toronto, we will stop at the Welland Canal. At Lock 3, we will see how boats are lifted over the Niagara Falls escarpment. Games and prizes on the return coach trip.

Cost \$90.00 per person



Courtesy of St. Jacobs Country



Previous Page, left: Niagara Wine College. Right: St Jacobs Farmers' Market. This Page, clockwise from top left: Air Canada Centre, Art Gallery of Ontario, Royal Ontario Museum, Balzac's in the Distillery District.

Thursday October 24th—Cheese!

Another great tour with the Great Canadian Coach Company. A leisurely ride through the Southern Ontario country side will bring us to the Mennonite community of St. Jacobs. Mennonites are famous for their fine cheeses and meat. Their crafts and quilts are world renowned.

Besides a Mennonite museum on the main street, there are many interesting boutiques and shops selling crafts, local food and cheese. We will also stop at a large outlet mall. Our buffet lunch is at the local restaurant "The Stone Crock". We will visit a cheese shop on the way back to Toronto. More games and prizes on the return trip.

Cost \$65.00 per person

OTHER THINGS TO SEE

We will provide maps of all the places of interest within walking distance of the hotel.

Within a few steps of the base of the CN Tower you can tour:
 The Railway Museum
 The Steamwhistle Brewery
 The Rogers Centre
 The new Ripleys Canadian Aquarium, due to open in June 2013.

Other Sites:
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 The Royal Ontario Museum
 "The Path": Toronto's 27km of underground shops and services.



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All fields are required

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Niagara Wine Tour (Wednesday 8:30 – 15:30, includes lunch)

_____ x 90 = \$ _____

St Jacobs Bus Tour (Thursday 9:00 – 14:00, includes lunch)

_____ x 65 = \$ _____

Open day (Friday 9:00 – 15:30) See CPS registration desk for more info on local attractions

Total = \$ _____

Note: All excursions require a minimum number of people in order to proceed See tour desk at hotel for tours to Niagara Falls. Special maps are available showing various attractions within walking distance of hotel.

***Early registration rates apply if received on or before July 1st, 2013. After July 1 higher registration rates will apply.**

PAYMENT INFORMATION

Cheque. Please make cheque payable to CPS, Memo: Conference 2013. Note: Post-dated cheques will not be accepted.

Mastercard VISA Name on the card _____

Card no. _____ Expiry Date (mm/yy) _____

Signature _____

Dietary OR physical restrictions and other requirements: _____

Please remember to book your hotel room directly with the hotel or use the link under the Conference Venue tab on the www.cpstoronto.ca/agm website. Room availability and special rates are guaranteed if you book before September 22, 2013.

Only National Officers will have their rooms booked by the Head Office. The notice will be emailed to them in late June. If you are not sure whether you are on the list or not, please contact Head Office at hqg@cps-ecp.ca.

All members and Officers are encouraged to attend the Seminars, Presentations and Annual General Meeting at no cost.

CANCELLATION POLICY

Cancellations on or before September 13, 2013 are accepted with no penalty. From September 14, 2013, all cancellations are subject to a \$35 administration fee per person. After October 11, 2013, cancellations will be partly refunded only if other conference participants register to take your places.

AGM COMPETITIONS ENTRY FORM

Name: _____

Entry will be shipped Brought with you or representative

Address: _____

Squadron: _____ Email Address: _____

Note Division and provide a brief description of your entry.

Division 1: Training Aids _____

Division 2: Navigational Aids _____

Division 3: Crafts

Section A: General Crafts

Section B: Presentations

 Division 4: Scrapbooks _____

Division 5: Publications

Section A: Newsletters

Section B: Stories, Poems and Narratives

 Division 6: Visual Arts

Section A: Photography

Section B: Painting and Drawing

Section C: Sculpture

 Division 7: New Media

Section A: Best of the Web within the WEB Portal Program* Section B: Best of the Web outside the WEB Portal Program*

Section C: Digital Art

Section D: Digital Presentations

Section E: Digital and Film Photography

 Division 8: Environment

* Entries for web sites must be made via an online entry form. The cut-off date for entries is July 31, 2013. Sites will be captured and judged, as they exist on that date. Changes made to the site after July 31, 2013 will not be recognized.

Please do not ship anything before September 7, 2013.

Mailed entry forms and shipped entries to be received no later than October 15, 2013

Mail Entries to: Elsie Scott, 601 Churchill Crescent, Ennismore, Ontario, K0L 1T0

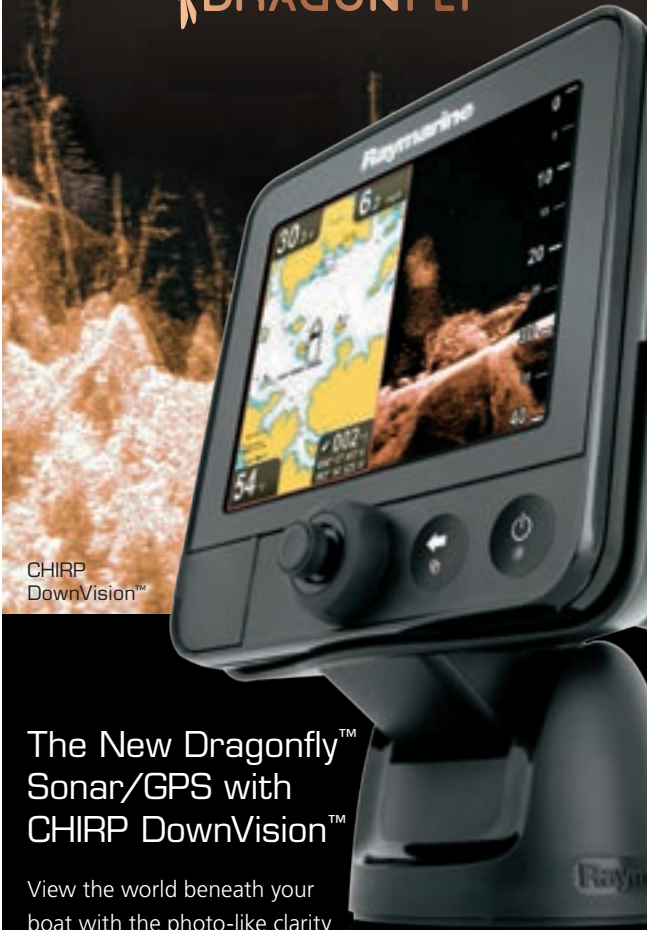
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Photo: Don Butt, AP
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↳ In this dual-element system from Racor, only one filter is used at one time. The controlling valve handle selects left or right, while the vacuum gauge indicates when flow is restricted and the filter element needs replacing.

→ A secondary filtration mount and replacement filter canister. This unit is typically mounted on the engine just upstream of the injector system.



↳ Typical accordion-folded paper filter replacement elements in various sizes for Parker Racor systems—inexpensive and possibly the best engine maintenance dollars you can spend.



↳ This 10-micron filter unit combines a metal replacement canister with a visual inspection cup for the removal of contaminants. These are commonly found on smaller auxiliary engines and gensets.

Fuel Filtration

ONCE AGAIN, FOR THE RECORD

By Robert Buller

THERE IS NO END of discussion and debate about the fuel filtration needs of diesel engines. Myths and half-truths abound. So let's set the record straight.

Diesel engines are the most reliable of all internal combustion engines; they are robust and they need only two simple inputs, air and fuel. Properly maintained they will perform well for upwards of 15,000 hours before needing a re-build. By contrast, that is about three times the life of a well-maintained gasoline engine. Diesel fuel is usually cheaper than gas and diesels

of a similar size will outperform their gas counterparts with more distance covered per unit of fuel used, whether it's a truck, automobile, or a boat.

Diesel engines ask little of their owners. Start by keeping the oil clean by changing it and the filters every 150-200 hours, or annually, whichever comes first. More importantly, filter the fuel so it is clean too. Diesel engines need a much cleaner fuel than gas engines simply because the tolerances for a diesel fuel injection system are so fine that contaminants in fuel can stop a diesel cold and may even necessitate a very expensive repair. Dirty fuel is a reality these days, no matter where you purchase

it. So *what to do?*

Diesel fuel is a complex mix of over a dozen hydrocarbon molecules and it is formulated specifically to be self-lubricating; it's slippery to the touch, and to the fuel system of the engine. It will ignite with only compression pressure, whereas gas engines need a spark to ignite. But diesel fuel will also oxidize and get "stale" over time and in the presence of air. With time, the diesel hydrocarbons change shape and character (this is called polymerization), and this process starts *within a month* from the refinery.

These changes can make diesel fuel more difficult to burn and can become a heavy sludge that can seriously damage

the fuel delivery system. Diesel fuel should never be kept longer than two years. A stabilization additive is commonly recommended for fuel that will be kept over a period of time. Additive effectiveness can be debated but they don't seem to do any damage and many boaters and mechanics swear by them.

Water is the most common and most dangerous fuel contaminant. Too much water can actually stop a diesel engine. But, some water will be in the fuel as a result of the refining process. The secret is to keep out any additional water. Condensation is the most common way that additional water gets into fuel. Water will actually condense on the interior walls of the fuel tank, rolling down and into the fuel. As water is heavier than fuel it will collect at the lowest point of the tank and will soon cause trouble.

Water can cause corrosion and it will also support the growth of microbes and bacteria. The warm temperature of most engine rooms will accelerate that growth and within days, millions of very small organisms are thriving in the water in the tank. Contrary to common lore, no algae can grow within a fuel tank as algae needs light to survive and tanks are dark. But, bacteria can multiply quickly adding to the sludge on the tank bottom.

This sludge might not cause any trouble if it is not disturbed. But, add a rough sea and a heaving boat and sludge will soon get mixed up and then a filter system is critical. Fuel filtration between tank and engine is a must, and it is never sufficient to use only the filters on the engine itself. That's OK for the oil system but it is not enough filtration for diesel fuel.

How big a contaminant should we worry about?

In this field we measure tolerances in microns (see sidebar). Fuel from the refinery has usually been filtered to 30 microns, but additional contamination might occur in the transportation and retail distribution systems. For that reason manufacturers recommend a multi-stage filtration system with at least one coarse filter followed by a finer one. Dirty fuel may have particles as large as 20 microns but the dangerous ones are usually smaller than 10 microns.

Newer diesel engines put even more demands on filtration because the fuel

system pressure is dramatically higher in common-rail injection systems. Upward of 30,000 psi is common today and demands very clean fuel. Even small contaminants can do damage at these pressures.

The primary filter is the one closest to the fuel tank and it should be a coarse filter of either a 30 or

a 10-micron size depending on the manufacturer's recommendations. The secondary filter is closest to, or mounted right on the engine. This filter **MUST** be as specified by the manufacturer. These secondary filters range between two and seven microns. The most common combination seems to be a 10-micron primary filter, followed ▶

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by a 2-micron secondary filter.

Why so small? Research on engine failures showed that the most common dangerous contaminants were five to ten microns, so a 2-micron filter is sufficient. Engine manufacturers require a filter efficiency of blocking 95% of particles three microns or larger and a two micron secondary filter achieves that standard. It is also the smallest filter size that is readily available. There are 0.5-micron filters available for water purification but these are *not appropriate* for fuel.

Fuel filters should be changed when fuel pressure increases to a level only as high as recommended by the manufacturer. But regardless of pressure readings, filters should be changed every 500 hours or every 12 months, whichever is earlier. For seasonal boaters who do 200 hours or fewer per season, change both oil and fuel filters every year. It's probably the cheapest maintenance investment that boaters can make.

Changing filters has its own challenges though, as it is easy to introduce

air into the fuel system when changing filters, and this necessitates a bleed process. For that reason my boat was plumbed with two sets of both primary and secondary filters so that a new set was always available and was in-line. A simple t-bar ball valve makes changing to new filters almost instantaneous. This is most valuable when contaminants and sludge are kicked up when the boat is in rough waters. Storms do not create good environments in which to change filters, hence the twin on-line system.

What is a fuel polishing system?

Fuel polishing systems are the ultimate in fuel filtration. These add-on systems actually circulate and filter the fuel in the main tanks, all the time that the main engines are operating, or on the owner's instructions. Fuel polishing systems include a separate pump, filter set and controls that can circulate the main supply of fuel and continuously filter out impurities. So, they pump continuously while the engines are running, or can be run independently

from battery or shore power whenever the owner wishes. Polishing adds significant fuel cleaning capabilities.

Dirty fuel may be a given these days but a well-designed fuel filtration system will go a long way to make diesel engines as reliable as they are intended to be. ■

A micron is one millionth of a metre, or one thousandth's of a millimetre. It is the smallest unit measurement of the metric system and it has surpassed the more common SAE unit of a thousandth of an inch. A micron gives a more precise measurement of very small items. One thousandth of an inch, "one thou" in common parlance, is actually 25.4 microns.

For comparison, a grain of salt is about 100 microns and a human hair is between 50 and 90 microns. A particle of about 40 microns can be seen with simple magnification. A single bacterium is about two to four microns. It is possible to filter out all dangerous bacteria and thus actually sterilize water with a 0.5-micron filter. For fuel, though, the concern is contaminants between about five and ten microns and a 2-micron filter is the finest that is commonly used. It will achieve a performance of blocking 95% of contaminants three micron or larger, the standard recommended by industry experts.



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MERCURY

Sailing with the Wind

IS IT THE JOURNEY THAT COUNTS—OR THE DESTINATION?

By Larry MacDonald

MY WIFE SANDY AND I are avid sailors, although for many years we didn't actually own a boat. To get our sailing fix, we simply chartered yachts in a variety of destinations. Typically, we would follow routes suggested by the charter company, always returning to the home marina within a week or two. And often, especially on our last day, our course would be directly into the wind, requiring us to beat, motor or both.

"Wouldn't it be nice," I often suggested, "to have our very own boat so we could have the freedom to just sail with the wind?"

Then one fine day, we came across a used boat for sale that piqued our interest. After scoping it out, we made an offer conditional on a successful sea trial and marine survey. All went well and after completing the paperwork, we became the proud owners of a cruising sailboat.

Wind Dancer lay in Ladysmith Harbour on Vancouver Island while our home marina was in Powell River on the BC mainland, about 60 nautical miles to the north. If the wind blew briskly from the south, we'd be home in a few days, allowing some time for sightseeing.

We spent our first day aboard *Wind Dancer* provisioning and planning routes, keeping in mind that we would only sail with the wind. The next morning, following a joyous christening, we began our maiden voyage by motoring out of the harbour into dead-calm conditions.

The nearest land was Thetis Island, where we dropped the hook in Preedy Harbour and explored the grounds of Capenway Retreat: 97 acres of woods, meadows and sea-shore. We spent about an hour on an elevated point, admiring the well-protected harbour and, of course, our very own boat bobbing gently in the quiet anchorage. Had the wind been suitable for sailing, we likely never would have discovered this enchanting setting. Chalk one up for no wind.

Getting under way the following day, we eagerly hoisted our sails to run with a faint northerly. But the southerly current had other ideas, resulting in zero headway. After an hour of senseless flopping about, we motored the short distance to Chemainus, a charming Vancouver Island town with the world's largest outdoor art gallery—33 colourful murals painted on business establishments—and a jolly good ice cream shop to boot. Another fortuitous encounter, again the result of no window.

➤ The author and wife Sandy aboard *Wind Dancer*.



I was beginning to think, somewhat radically, that sailors can have a good time, even without wind. Or to put it another way, it's not the journey that matters, it's the destination. Did I get that right?

SLOWLY...

In two days, we had traveled a total of eight miles, all under power. Our idyllic notion of sailing with the wind was clearly responsible for our mollusk-like pace: at this rate, we might make it home within the year. Our feeble efforts to rely solely on wind power gave us renewed appreciation for the achievements of legendary sailors Lin and Larry Pardey, who circumnavigated the globe in both directions without auxiliary power. I can only imagine the exhilaration they must have felt being whisked along by consistent trade winds.

Our plight was more akin to early sailors stalled in the horse latitudes, having to throw livestock overboard to save provisions. We weren't quite that desperate just yet, but you get my drift. ...oops, bad choice of words!

Hooray! On the third day, a northerly perked up to about 10 knots, encouraging us to head south wing-on-wing into Sansum Narrows, an S-shaped channel that leads to Cowichan Bay. When we made our first turn, the prevailing wind shifted directly onto our bow, prompting a U-turn which would have taken us back to the spot where the wind would dictate another 180. Had we adhered to our sail-with-the-wind rule, we might still be frolicking in the narrows.

Furling the sails, we motored to Dungeness Marina in Cowichan, where Sandy and I discussed the need for a change of mindset. We concluded that sailing only with the wind depends on at least two factors: infinite patience and the degree of urgency to get someplace...like home. If our boat was our home, we would only have one factor to consider—and in my case, that's the deal-breaker. Patience is not my strong suit—whenever our speed drops below two knots, I reach for the ignition key.

To this day, like most sailors, we still prefer to sail with the wind at our backs. But now and again, we find ourselves beating, motoring or both, just as we did in our chartering days, to reach a destination. Doing just that, we finally made it home to Powell River in a few more days. Obviously, the Greek god of the south wind, Notus, was busy elsewhere during our voyage. ■

➤ "Messing About" is devoted to our readers' stories, memories, reflections and humour. We're interested in the kind of stories you tell friends and family, memories of good times and above all, why you love boats and boating. If you have a story you'd like to tell or an idea to propose, we'd like to hear about it. Please email aadams@kerrwil.com or duartsnow@kerrwil.com.



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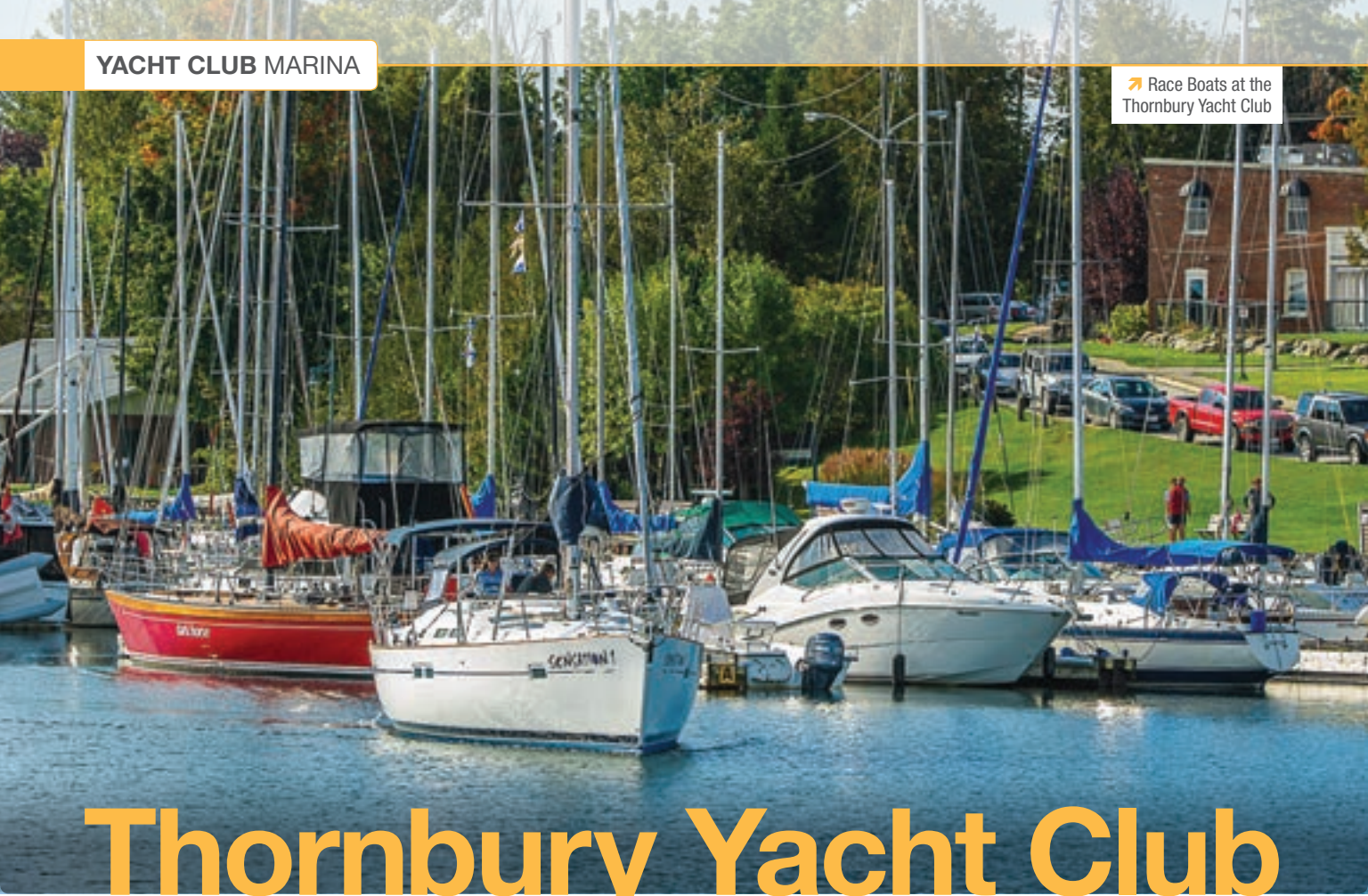
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Thornbury Yacht Club

By Katherine Stone

WHEN I FIRST WENT up to the Collingwood area to ski as a girlfriend to my future husband, little did I realize that I would one day teach skiing part time in Grey County, wherein lies the Town of Blue Mountains. I had no idea there was even a harbour in Thornbury, much less a yacht club, until I was invited out to crew on a C&C 27, *Sassy J* in a ladies' race with a fellow ski instructor, Tobyn Londos. Needless to say we had a fabulous time; Tobyn accomplished her first race with an all-female crew, and I met another friend, who turned out at the time, to be the commodore of the Thornbury Yacht Club (TYC), Paul Sandiford. Paul and his wife, Leeanne, own a Dufour 35 called *Mumm's*. They fell in love with TYC after a cruise to Christian Island and joined in 1999.

This area of Canada was once occupied by the Wendat natives (named the Huron by the French) and then later acquired by the British. The township of Thornbury was incorporated in 1833.

The area's natural resources of forest, fish, and minerals attracted commerce and in 1955 a milling operation was the town's first business. The town's historians claim that the name Thornbury came from the berries that grew along the Georgian Bay shoreline, but others feel that it was named after the Thornburys from England who settled there. By the 1880s the apple packing industry, for which the town is still famous, was in full swing. Move to modern times and the town of Thornbury was amalgamated with the Township of Collingwood to become the Town of Blue Mountains January 1, 2001.

By the 1980s, more people who only used to come north from Toronto to ski, realized that Thornbury, the jewel-in-the-crown of the Southern Georgian Bay area, had much to offer in the summertime, with its pristine waters, uncrowded beaches, and beautiful Niagara Escarpment scenery. In 1982 there was no road to the outer harbour, located at the south end of Nottawasaga Bay between Collingwood

and Meaford at the mouth of the Beaver River, and boats were all on swing moorings. A local condominium owner, Altona Holdings, was to guide the installation of the marina facilities with 80 berths. When this happened, as recounted in *Remembering When*, "The fish shed club house, used by the Reef Boat Club, built in 1967, had to come down. Now the club would be homeless and neither the town nor the developer would provide the club with a building or space near the harbour. At the annual meeting, held in April 1983, a majority of the Reef Club members voted to move the club to a new location in Meaford. In June, 14 local boaters who wanted to stay based in Thornbury, met together to form a new boat club to be known as the Thornbury Yacht Club." By August, the club had 65 members and had also joined OSA and CYA. Erling Morris, the first commodore, explained that, "The yacht club is a group of boaters and non-boaters whose primary objective is to promote safe boating, good ▶



➤ Looking down the docks at the Pavilion, new to the club in 2012



➤ Great Georgian Bay group photo! ↓ Regatta weekend potluck—yum!



seamanship and good sportsmanship among all boaters and those with a genuine interest in boating.”

Unfortunately, smooth sailing for the developer was not to be, and Altona declared bankruptcy that winter and disappeared, leaving control of the harbour to the town, which has operated the marina ever since. The TYC became a yacht club within the marina, with its members renting close to half the slips in the harbour from the town.

Under Commodore Clare Norris, the sailing school took hold in 1993 with the acquisition of *Solitaire*, a 24ft. Shark to be used as an instruction boat. The club members even agreed to billet a sailing instructor and provide them with a bicycle to get to the harbour! The program ran for ten years and then Sail Georgian Bay, in the Meaford Harbour, took over most of the students. *Solitaire* was then used as a committee boat for many years before its retirement in 2007.

There have been many female

Bridge members, as well as three female commodores at this little club. Meetings back then were held in the home of the commodore around the kitchen table with a small, close-knit group of supportive bridge members. Commodore Donna Atkinson (1994-1995) has a vivid memory from her first Sailpast dealing with regalia that was made for men. She had to stuff paper into her commodore’s hat, as it kept falling into her eyes. Donna also recalls, “Being summoned to the harbour, along with other local TYC members, when a vicious storm blew through the area and the group spent the rest of the night on heaving docks, retying lines by flashlight.”

Every year the TYC hosts a Regatta weekend. Current Commodore Carla Nicolson laughed as she recounted one particular regatta where, “The director of racing had organized a BBQ with a pig roast. They had sold out the event and it was pouring rain. 100 people sent in reservations and 97

people showed up in full rain gear with umbrellas. Who else but sailors would sit out on picnic tables eating at a BBQ in the pouring rain?” After this event, the idea of building a pavilion really took root. At a General Meeting held in January 2012, there was overwhelming support from the members to proceed with building a pavilion over an old concrete pier with wooden decking. The building permit was secured by April 2012 and the first BBQ under the pavilion was held on June 23rd on Regatta weekend. Now that is the way to organize things in a small town.

Besides the annual Regatta weekend, there are spring and fall weekend racing series and a spring mid-week Wednesday night race series. A few signature races include the Founders Cup, Mighty Mary Race (women only), John Zsolt single handed race, and the Meaburywood. This is where the three area yacht clubs (Meaford, Thornbury and Collingwood) all join together and



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take turns organizing the BBQ after the race out of TYC for the Clare Norris Trophy. One notable racer from TYC is Pete Mather, who became the first Canadian to win the Chicago Mackinac Race on its 98th anniversary.

Part of the camaraderie of a yacht club is the people who volunteer their time to make things happen. One of those people is none other than Bill Copeland, a long time member and owner of *Andrea II*, an Alberg 37. He is affectionately known as Mr. Rules and Regulations and is the aficionado of protocol and tradition at the club. He is a former actor with a booming voice who commands attention to all those who are around him and is often asked to do the grace at TYC events. He knows the by-laws inside out and keeps the bridge and officers on their toes.

Another big part of the TYC lifestyle is cruising in Southern Georgian Bay to Christian Island, the North Channel, the Benjamins, Heywood Island, or Killarney. Anywhere you go in the North Channel, you will run into someone

from Thornbury. The North Channel Cruise rendezvous is always the first Wednesday in August. You should plan on two to three days to get to your destination with holidays happening either before or after the rendezvous. "It's a very eclectic group of people and fun things just happen," says PC Sandiford. His sentiments were echoed by current Commodore Nicolson who noted that, "We have two formal rendezvous each year, one to Christian and one to the North Channel where we get upwards of 20 boats with captains, crew, kids, friends, and dogs. Great weather last Labour Day created an impromptu rendezvous at Christian Island. Everyone motored over and tied up their inflatable dinghy to one of the power boats and passed their appetizers. I think there were ten or twelve dinghies." Carla and her husband Doug own a Tartan 3700 called *Guardian II* and they joined TYC in 2000.

Many of the members live in town and nearby communities; others live on their boats as a cottage. The club

enjoys its home base in Thornbury which has over 15 local restaurants, a library, grocery store, liquor store, laundromat, and of course, a Tim Horton's. Annual meetings are held in the library or the community centre. After a day of sailing, or a day without wind, the members often go boat hopping, bringing their beverage of choice to share with other members, or gather under the pavilion to share the stories of the day and to enjoy a pot luck meal.

As this club moves forward facing challenges of low water levels, dwindling town resources, and increasingly stringent government regulations, one thing remains constant. They are a group of committed people who give of their time so that everyone may enjoy the love of the water, good times, and good friends. For an initiation of \$350 and annual fees of \$120 this can all be yours. I'm like'n it already. A social and cruising boating club that has a ski day. ...perfect! Want more information? Just visit their website www.thornburyyachtclub.com or e-mail them info@thornburyyachtclub.com. ■

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NEW PRODUCTS

By CY Staff

GARMIN QUATIX™ MARINE WATCH PROVIDES MORE INFORMATION AT SEA

Garmin International has announced quatix™, its first GPS watch designed for avid mariners, both power and sail. Quatix combines the most pivotal marine features and provides both comprehensive navigation and sailing capabilities while integrating Garmin's industry-leading GPS technology and user-friendly interface. Quatix puts the most important boating information on your wrist.

Quatix has features never before seen in one individual boating watch. In addition to Garmin's easy-to-use interface and wireless integration with pre-existing Garmin marine devices, quatix is a great aide for mariners of any type.

Quatix can display multiple sets of marine datum such as tidal information, COG (course over ground), SOG (speed over ground), and VMG (velocity made good), along with alerts for speed and anchor drag. Quatix is also equipped with ABC sensors (altimeter, barometer and compass), providing mariners with real-time information regarding their environment. The built-in barometer can be used to predict weather changes, ensuring that the approaching storm conditions can be avoided. Finally, the 3-axis electronic compass provides the user's bearing, whether in motion or not.

It even has an integrated MOB feature, where the watch can automatically trigger a MOB alarm on a Garmin chartplotter.

The quatix is scheduled to be available in the first quarter of 2013. For additional information regarding the quatix, visit www.garmin.com/quatix. ■



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With a user control bar docked at the bottom of the screen, information such as waypoints, autopilot and the home menu are only a finger touch away.

In addition to the release of the GPSMAP 8000 MFD series, Garmin is also proud to introduce the GPSMAP 8500 Black Box series. For larger vessels that can accommodate a 15-inch XGA, 17-inch or 19-inch SXGA multi-touch, pinch-to-zoom monitor, the GPSMAP 8500 Black Box series allows for easy installation mounting the 2.16-inch slim monitor



directly in the helm and with an independent, detached black box for better system cooling, larger screen size capability and easier installation. And the Black Box series monitors can receive up to a 1080p HD resolution video.

Features like SmartMode™ station control enable you to customize numerous preset modes based on various activities. With only two button pushes, SmartMode can instantly synchronize all displays to show the most desirable screens for a particular activity.

The GPSMAP 8000 Glass Helm series becomes available in the second quarter of 2013. For additional information, visit www.garmin.com/8000. ■

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FRESH THINKING IN A CROWDED CATEGORY.

By Bill Springer

THE HANSE 415 IS LIKE LOTS OF NEW PRODUCTION CRUISING BOATS IN THE 40-FOOT RANGE. IT HAS GENEROUS BEAM CARRIED WELL AFT, A BIG, COMFORTABLE COCKPIT, DUAL HELMS, A WALK-THROUGH STERN, AND PLUMB BOWS. AND LIKE MANY NEW CRUISING BOATS AVAILABLE TODAY, IT'S DESIGNED TO BE BOTH FAST AND EASY TO SAIL—A “PERFORMANCE CRUISER”. BUT AS I FOUND OUT DURING MY TEST DRIVE OFF NEWPORT, RHODE ISLAND, LAST FALL, NOT ALL 40-FOOT “PERFORMANCE CRUISERS” ARE CREATED EQUAL.

One of the reasons I came to feel the 415 stands out in the crowded field of 40-foot performance cruisers is purely in the eye of the beholder. I love the clean lines and proportions

of this boat that hit the sweet spot between modern and maybe even a bit edgy without being too radical. And there are more quantifiable reasons as well. I liked the visibility from the dual helms, the easily accessible walk-through stern, and the wide seats in the cockpit. I was also particularly impressed with the teak topped cockpit table. It was both stylish and sturdy and formed a good mounting point for the chart plotter. And, demonstrating excellent attention to detail, the plotter also pivots so the screen can be seen easily from either helm station. You may think an easy-to-see chart plotter should be a given but it's not. I've sailed on enough boats where I've had to crane my neck to see a too-low, or non-adjustable plotter to appreciate when a builder does it right.

Another on deck feature that I liked was the lack of cabin-top winches. All the lines from the mast are led under the deck back to banks of stoppers near the primary winches that are mounted on the cockpit coaming right where you want them near the helms. Again, engineering away the



↪ Dual helms and ample beam carried aft allow for excellent visibility and a spacious and comfortable cockpit.

Cruiser

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Waterline Length	37' 5"	11.43 m
Beam.	13' 8"	4.19 m
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Displacement approx. (deep)	19,621 lb.	8,900 kg
Displacement approx. (deep)	20,063 lb.	9,360 kg
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→ Stylish details like the modern sink set the head apart.



cabin-top winches may seem like a small thing, but it's not. The unbroken line of the low slung cabin-top is yet another small improvement over the status quo (both in functionality and aesthetics) that helps set this boat apart.

Going forward, I did find the cabin-top hand holds to be too short, but I also liked the wide side decks, flush mounted deck hatches and good sized anchor locker. And with all lines leading back to the cockpit, and the ultra slick Antal mainsail track that lets the main slide effortlessly into the stack-pack bag without any pulling necessary, you only really need to go forward when its time to push the anchor windlass button or grab a mooring ball.

The theme of small things making a big impact was carried below decks and it started in the companionway. Unlike some companionway's that have steep, ladder-like stairs, the 415's companionway stairs have a shallow angle that make it super easy to descend into the saloon. I also appreciated the extra wide companionway opening and the oversized clear plastic companionway hatch that contributed to the open and airy feel in the saloon.

While the lay-out of the accommodations plan is pretty standard—cherry veneer woodwork, decent stowage, U-shaped settee, good sized galley with microwave, etc—the distinction is in the details. From the lights that can be dimmed, and the shades that can be pulled with a remote control unit, to the stylish basin (more than just a sink) in the main head, and the nav table that can be dropped down to provide more saloon seating, a lot of thought has gone into improving every aspect of the interior living space.

Like many 40-footers the 415 is available with two or three cabins but Hanse stands out among production builders because they also offer a myriad of interior choices. One head or two? You can easily have either. Large sail locker and smaller galley? They can do that.

The boat is also available with an almost limitless list of interior fabric colors and wood finishes. There are a lot more options than you'll find on most production boats so it's up to you. But no matter which configuration you choose, the master cabin will be forward. It'll have good headroom, ventilation, and stowage, but it'll also have a berth that gets pretty pointy/small at the feet. Guest cabins can be either medium sized or small, but they'll still have the essentials—double berth, some stowage, room to get dressed—that you'd expect from guest cabin(s) aft.

I hit the weather jackpot over the duration of my test which spanned several hours. As we raced to beat an approaching weather system, the wind built from a steady 10-12 knots to fresh 18-20 (gusting to 25) knots. Seas got up also as we nosed out into open water at the mouth of the bay. Boat speeds were in the solid 8's on a reach and in the 7-8 knot range hard on the breeze.

Upwind, I found we were a little over canvassed in the gusts, but even though the helm occasionally got a little heavier than optimum, the boat continued to be easy to control, and I never had a fear of rounding up. And tacking, thanks to the well-designed self tacking jib set-up, was simply a breeze. There was no need to grind winches, or worry that lazy sheet was free to run, or do anything except put the helm over. So, in addition to the boat being fast, it was maneuverable and forgiving in a breeze, and comfortable and easy to sail too. All those good things are what designers of "performance cruisers" strive for, right?

The boat sailed beautifully. And thanks to a myriad of interior options, super slippery mainsail track, clean cabin top, and slick line leads to the winches adjacent to each helm, among many other clever features, it worked perfectly too. Simply put, this boat was designed to make you look good. And it will. ■

STAR CLIPPERS



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With the twin 300 hp Yamahas, the Pursuit OS 315 Offshore is capable of 50 mile-per-hour speeds.

Pursuit OS 315 Offshore

TWIN YAMAHA 300 HP OUTBOARDS
—QUICK CRUISER, OR FISH RAISER?

By Andy Adams

DEPENDING ON WHAT YOU'RE LOOKING FOR IN A BOAT, PURSUIT'S OS 315 OFFSHORE MODEL COULD EITHER BE A QUICK CRUISER OR SERIOUS FISH RAISER—BETTER YET, BOTH!

The OS 315 Offshore was designed and built to be a serious blue water sport fishing boat, but we reviewed it on Lake Couchiching near the Narrows at Crates Lake Country Boats and we were in relatively protected waters, close to the Trent Severn system and not far from Georgian Bay.

When our industry researches what people enjoy most about boating, fishing is always high on the list, even among people who are primarily interested in cruising. To be able to

take some rods and tackle and hook your own fresh dinner, is an experience that adds greatly to the enjoyment. While not every boat is well-suited to fishing, the Pursuit OS 315 Offshore certainly is.

The twin Yamaha 300 horsepower four-stroke outboards are the first thing to mention. These are great favorites with blue water fishermen who want the high-power, light weight, rugged efficiency of today's modern high-end outboards. These are very resistant to salt water damage, can usually be tilted up clear of the water when not in use and owners who run offshore, run them for hours at high speed. The new four-stroke outboards are purpose-built for marine. That is a very different environment than what a car engine ▶

SPECIFICATIONS

Test boat engines: Twin Yamaha F300 Offshore, 300 hp, 4.2 L / 254.4 ci, V6 four-stroke engines with dual overhead cams, variable valve timing and 24 valve layout, multi-point electronic fuel injection, stainless steel props.

ENGINE RPM	SPEED MPH
Idle	3.6
1000	5.9
1500	8.3
2000	9.7
2500	10.2
3000	12.2
3500	25.2
4000	32.7
4500	37.2
5000	41.7
5500	45.9
5750	49.9

CRUISING SPEED rpm / mph
3500 / 25.2

SPECIFICATIONS:

LENGTH OA: 32'9" / 9.96 m
BEAM: 10'8" / 3.25 m
DRY WEIGHT: 11,015 lbs / 4,989 kg
FUEL CAPACITY: 284 gal / 1,075 L
WATER CAPACITY: 30 gal / 113.6 L
WASTE CAPACITY: 18 gal / 68.1 L
AS TESTED PRICE: . . \$298,387 USD MSRP

Test boat provided by and price quoted by:
Crates Lake Country Boats,
www.crateslakecountryboats.com

Performance data by: Pursuit Boats,
www.pursuitboats.com



➤ This gives a better look at the mid-cabin berth. You see the companionway steps and door on the left side.



⬆ This is looking aft into the mid-cabin berth. Notice the rod holders and the open feel in this area. ⬇ The transom door is open to the engines and the swim platform where you see the flip down boarding ladder.



was designed for.

The twin Yamaha 300s are mounted on a transom that is finished as a swim platform with a port side stainless steel boarding ladder under a cover, transom door and a freshwater shower so you can rinse off after taking a dip.

If you hook into a serious big fish, the transom door also lets you bring that in easily. Across the transom in the cockpit is a bench seat that could handle three people and lifts up to reveal a 38 gallon cooler underneath.

Beside that, is an Oceana Blue-coloured 32 gallon recirculating live well with bottom drain plug, cutting board and a clear lid. There are four stainless steel rod holders, toe rails and padded coaming bolsters on both sides for safety and comfort when fishing. Other thoughtful features include rod storage for two rods on each side, storage for six fishing rods in the cabin (where you can lock up) and two insulated 39 gallon fishboxes with discharge pump out are under the cockpit floor.

More fishing features include recessed cleats so you don't snag a line, tackle drawers and storage in the companionway plus, the OS 315's 284 gallon fuel capacity gives you impressive range, even running

well offshore.

Certainly the cockpit with full fiberglass liner and big scuppers is where most people will spend their time but our test boat was a hardtop model with a beautifully finished, powder coated superstructure providing countless places to grab and hang on when fishing or running in rough water and there are overhead LED and spreader lights as well.

The hardtop gives an enclosed helm with opening windshield section, big glass areas for great sight lines and optimal weather protection and comfort for everyone on board.

Pursuit's own helm seat is very comfortable and supportive with a flip up bolster and a swiveling mechanism as well as arms that can fold out of the way. We found that our feet dangled a bit and we couldn't drop the seat any lower so you may want to check the "fit" but most people will stand when running a boat like this anyway and the seated position gives you great visibility.

A tilting, destroyer-style wheel makes managing the SeaStar hydraulic steering easier and we noticed that the Yamahas had a mechanical tie bar to ensure engine alignment in rough running; nice rigging.

Our test boat was brand-new and

had not yet been rigged out with any navigation or fish fighting equipment; just a single Yamaha multifunction display screen was included but there's plenty of room to mount any navigation suite, sonar and communications equipment. Also, we noticed that the entire helm binnacle is hinged to swing up for easy service access.

A 4.2 kw generator is available as is air conditioning for the cabin. With the genny, you can also get a Raymarine ST70 autopilot system. Great for long runs.

The standard companion side seating is easily big enough for four adults and has handy drink holders. There is an optional rearward facing backrest for fishing and watersports watching.

This boat has an impressive and comfortable cabin. For its size, the boat has good headroom located down four steps through the sliding cabin hatch.

Directly ahead is the forward berth / convertible dinette with storage under the cushions and a high / low table with a gorgeous inlaid wood finish; very handsome. Real teak and holly flooring is used as an overlay to the full fiberglass inner liner. There's a big deck hatch as well as port and starboard opening hatches.

On the starboard side underneath ▶

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➤ The cabin is nicely appointed and you could sleep two in the vee berth.

the helm area is a fully enclosed head which can be curtained off to use the shower. There's a mirrored door, vessel sink and vacuum flush MSD system. We didn't see a mirror for shaving over the sink but the kind of guy who buys a boat like this may prefer a bit of stubble!

Opposite, on the port side is quite good galley unit with a small size refrigerator, three drawers, turntable type microwave, single burner Kenyon stove and a small sink. We like the sliding cover over the stove. It is a nice convenience touch.

Aft of that and lying below the bridge deck is a mid-ship berth with an opening port hole and an escape hatch out to the cockpit. There are three storage lockers alongside and it would be very comfortable single berth or a double for newlyweds. Actually, two young children could comfortably sleep there too.

Overall, the Pursuit OS 315 has comfortable and complete enough accommodations that you could easily spend the weekend on board and with the very strong performance, you can do more extended cruising through the Great Lakes, Trent Severn system, Georgian Bay or the Thousand Islands. It could handle the Great Loop in

record time too!

One of the brilliant things with the new outboards is that they can be remarkably fuel-efficient. The Yamaha multifunction display was showing us readings of 1.7 and 1.8 mile per gallon running in the 22 to 25 mile-per-hour range. What's remarkable for a boat this size and weight is that you can get that kind of economy out of a pair of 300 hp outboards. That's a total of 600 hp! No wonder the Pursuit OS 315 can run over 50 mph.

You would expect this boat to handle the rough water beautifully and it certainly seemed up to it as we made our way through a nasty chop on Lake Simcoe. Construction felt very solid, the steering is light and effortless and it's an adjustable system as well so you can change the effort level to suit your preferences or the conditions.

Tight turns, even at speed were handled impressively well and we could sum it up by saying with the twin Yamaha F300s, the Pursuit OS 315 delivers thoroughbred performance.

This boat seems to us, to deliver a great combination of attributes that could expand your boating horizons significantly. ■

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CHRIS CRAFT CROWNE 30 1995	\$21,900
SEA RAY 300 DA SUNDANCER 2006	\$84,900
SEA RAY 300 DA SUNDANCER 1989	\$22,900
SEA RAY 300 SEDAN BRIDGE 1987	\$19,900
SPORTCRAFT FISHMASTER 1990	\$9,900
TIARA 3000 OPEN 2008	\$179,000
BAYLINER 2950 ENCOUNTER 1980	\$9,900
PROLINE 2950 1999	\$45,900
SEA RAY 290 SUNDANCER 1993	\$22,900
SEA RAY 290 SUNDANCER 2000	\$52,900
WHITTLEY CRUISERS 2800 SD 2008	\$69,900
BERTRAM 28 FLYBRIDGE 1982	\$27,995
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44 Sea Ray Sedan Bridge 2007 - Original owner, and low hours on Cummins power. Diesel furnace, watermaker, Sat TV, bow thruster, spare props, tender w / Sea Wise davit. **\$315,000**



40 Formula PC 2006
Twin Yanmar diesels, generator, Raymarine electronics, tender, Sea Wise Davit. Economical cruise and very low hours. **\$294,000**

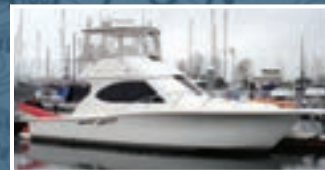
PRICE REDUCED



48 Alaskan - New!
Purpose built for Northwest cruising, fishing and adventuring. Moorage included until July 1st 2013. **\$680,000**



44 Sea Ray Sedan Bridge 2006
Equipped with dark cherry interior, full cockpit canvas, bow thruster, washer/dryer, electronics, AB inflatable, electric Sea Wise. Excellent condition, Very well priced. **\$294,000**



39 Tiara Convertible 2006
Original owner. Cummins power, full electronics, Sat TV & phone, watermaker, inverter, furnace, glass windshield, teak interior, cockpit controls, much more **\$469,000**

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28 Formula SS 2006
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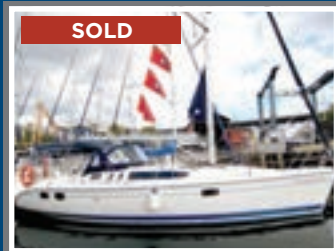
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\$217,000

2001 HUNTER HC50



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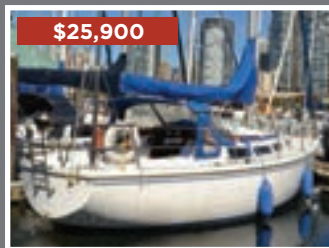
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NEW 2012 HUNTER e36



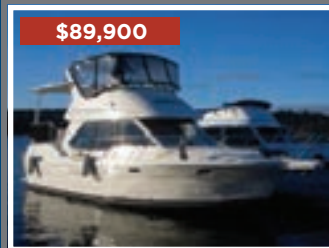
\$34,900

1982 C&C 30 MKII



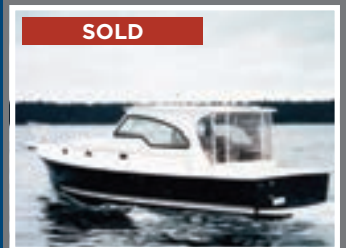
\$25,900

1978 CATALINA 30



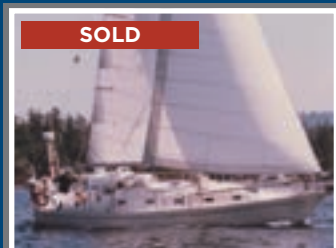
\$89,900

1995 BAYLINER 3587



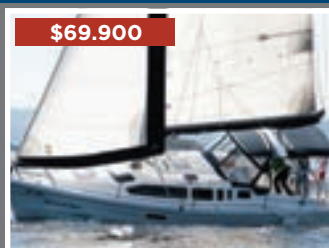
SOLD

2002 MAINSHIP 34 PILOT SEDAN



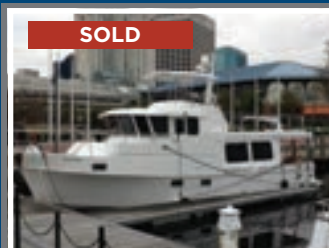
SOLD

1987 RELIANCE 37



\$69,900

2000 HUNTER 340



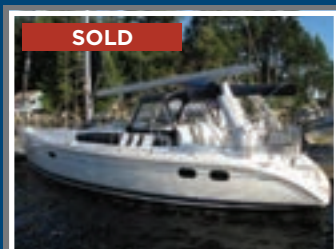
SOLD

2008 OCEAN ALEXANDER 50



\$109,900

2000 HUNTER 380



SOLD

1999 HUNTER 380



SALE PENDING

2007 HUNTER 38



SALE PENDING

1987 FRASER 30



SALE PENDING

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2 x Detroit 8-92 Diesels
57'4" x 17'6"
\$395,000 (CAD)
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- PF3871 - 1986 34' Sea Ray - Twin Crusader Gas \$29,500
- PF3846 - 1978 34' Mainship - Perkins Diesel \$39,900
- PF3812 - 34' Barrie Farrell - Isuzu Diesel \$64,900
- PF3819 - 2004 37' Sea Ray 340 - Twin H/O 454 \$115,000
- PF3934 - 1980 37' Uniflite - Twin Volvo TMD 40D \$61,000
- PF3913 - 1979 40' Bayliner - Twin 6-71 GM Diesel \$65,000
- PF3856 - 1974 49' Uniflite - Volvo Penta TAMD61A \$120,000

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- PA3984 - 2000 24' Broadwater - Twin Mercury \$49,000
- PA2504 - 1986 26' Matsumoto - Diesel \$60,000
- PA3377 - 1996 25' Silver Streak - John Deere \$79,500
- PA3440 - 1984 29' Argo - Detroit Diesel \$47,000
- PA3916 - 2009 29' Forbidden Welding - Yamaha O/B \$148,000
- PA3421 - 2010 32' Custom - Volvo Diesel \$299,000
- PA3257 - 2008 33' Custom - Isuzu Diesel \$150,000
- PA3522 - 1972 42' Matsumoto - Chrysler Diesel \$99,000
- PA3059 - 1987 51' Custom - 2 x Volvo Diesel \$124,000
- PA3751 - 1983 58' Shore - 2 x Cummins \$349,000
- PA3210 - 1982 62' Breaux's Bay Craft - Deutz Diesel \$450,000



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350 hp CAT 3406 B Diesel
55'6" x 16'9" x 6'9"
\$110,000 (CAD)
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Invictus
2012 Northwest Aluminum Craft
400 hp Volvo Diesel
31'
\$247,900 (CAD)
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1994 Navigator Yachts
2 x 200 hp Volvo TAMD41 Diesels
36' x 11'6"
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Stock #PF3991



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1964 Blanchard / Monk
130 hp Cummins JN-130 Diesel
42' x 12'3" x 6'
\$49,900 (USD)
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- PW3830 - 1972 48' Wahl Conversion - CAT 3306 \$89,000
- PW2676 - 1946 57' Star Shipyards Conversion \$70,000
- PW3878 - 1945 65' Custom - GM 8-71 Diesel \$59,000
- NF2550 - 1956 76' Benson Bros. - 3412 CAT Diesel \$159,000
- PW3868 - 1944 90' Custom - Detroit 12V-92 Diesel \$199,000

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- SF3279 - 1983 30' Fraser - Volvo Diesel \$16,995
- SF3744 - 1982 30' Catalina - Universal Diesel \$21,000
- SF3888 - 1977 30' Catalina - Atomic 4 \$17,500
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- SF3687 - 1977 37' Tayana - Yanmar Diesel \$94,900
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- SF3939 - 1973 42' Spencer - Isuzu Diesel \$55,000
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- 59' Marquis 2007 Markham Edition..... **SOLD!**
- 57' Carver Voyager (Stabilized) 2001\$479,000
- 53' Carver 1999 (Reduced!).....\$309,000
- 500 Marquis Sport Bridge 2009.....**LEASE OR BUY**
- 500 Marquis Sport Bridge 2011.....**LEASE OR BUY**
- 500 Marquis Sport Coupe 2009\$888,000

- 46' 2006 Carver 444 CPMY..... **SOLD!**
- 45' Silverton Convertible 2006\$429,000
- 44' Sea Ray Sundancer 2007.....\$399,000
- 42' Seama (New 2012) (Bring offers)\$450,000
- 39' Bayliner 3988 (New Listing).....\$119,000
- 36' Carver Sedan 2003 (Twin Diesel).....\$153,999
- 35' Fountain Lightning 1999\$79,000
- 35' Carver 355 Aft Cabin 1995 (Twin Diesel).....\$119,900
- 34' Formula PC 2007 (Boat Shed Kept).....\$179,000
- 34' Sea Ray 340 Sundancer 2007\$149,000

- 34' Cruisers 340 Express 2007 (Immaculate).....\$169,000
- 32' Cruisers 320 Express 2005 (Reduced!)\$79,000
- 31' 2008 Formula 31PC\$135,000
- 31' 2008 Formula 310SS.....\$115,000
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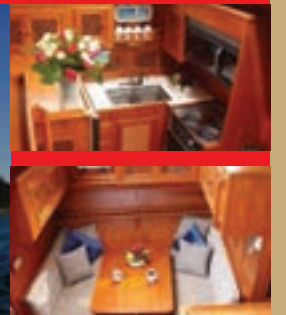


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Leech Island: Picturesque **3.3-acre** private island gem in the southern **Gulf Islands**, fully forested with old-growth fir and arbutus. **Protected moorage, 2bdrm cottage** with partial basement, good domestic water supply and separate dockside building. **\$997,500**



Read Island, Evans Bay: Trophy property! Old homestead. **42-acre** fully forested peninsula, **7000ft** oceanfront, great moorage potential. Subdividable. Beaches prolific with shellfish, spectacular location in the **Discovery Islands**. **\$490,000**



Decourcy Island Oceanfront: Undeveloped forested **1 acre** oceanfront in a convenient southern **Gulf Islands** location. All-weather moorage available in **Pirates Cove** where you can access the internal road system. Build your dream home or cottage here! **\$180,000**



Cordero Channel: One of the few remaining substantial oceanfront acreages. **178 forested oceanfront acres** with **3700ft** of diverse shoreline, southern exposure and a year round creek. One of **BC's** most amazing **south central coast** regions! **\$1,160,000**



Ruxton Island Oceanfront: An appealing and affordable nicely treed **oceanfront acre** in the **NW Gulf Islands**. Scenic views across **Pylades Channel** toward **Valdes Island**. **121ft** of medium bank frontage and southern exposure. Water access. **\$180,000**



Quatsino Sound Oceanfront: West coast **Vancouver Island**. **14 oceanfront acres, 150ft** easy access shorefront, **780sqft** 2bedroom home, with electricity and well. Ideal for year-round living or vacation home as zoning allows additional cabins. **\$229,000**



Minstrel Island, BC Central Coast: **Oceanfront acreages** with wells, internal road access, onsite improvements and spectacular marine views, on the southern tip of the island. Zoning permits two dwellings. Access to **Knight Inlet**. **\$54,000 - \$170,000**



Schloss Island, Quatsino Sound: Truly spectacular **82-acre** forested private island, **NW coast Vancouver Island** location in **Koprino Harbour**. Subdividable to **10 acres**. Beautiful beaches, well-protected, natural springs. 1km from road and boat launch. **\$987,000**



Quatsino Sound Oceanfront Acreage: **NW Vancouver Island**. **106 acres** in two separate titles. **1300+ft** of low-bank easy access south-facing oceanfront, small creek through the property, forest service road access, zoning permits subdivision. **\$259,000**



Sharpes Bay, BC Sunshine Coast: On **Malaspina Peninsula**. Truly exclusive **103 acre** Coastal Community Development. **3.7 acres**, new **1680sqft** contemporary guest home "The Lantern House". Caretaker, **private marina**, club house. Mins from **Desolation Sound**. **\$1,495,000**



Malaspina Peninsula Oceanfront: **Penrose Bay Estates**. **2633sqft** appealing West Coast cottage-style home. Amazing wood trims, quality finishing details, covered decks, sunroom, lots of extras! Overlooking the tranquil waters of **Okeover Inlet**. **\$449,500**



Hull Island Acreage, BC Central Coast: **160 acres** on this **240 acre** island, with the remaining **80 acres** Crown land. Diverse topography and beautiful second growth forest. Protected, east of the **Cracraft Islands**, near **Knight Inlet** and **Johnstone Strait**. **\$695,000**

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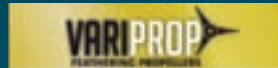
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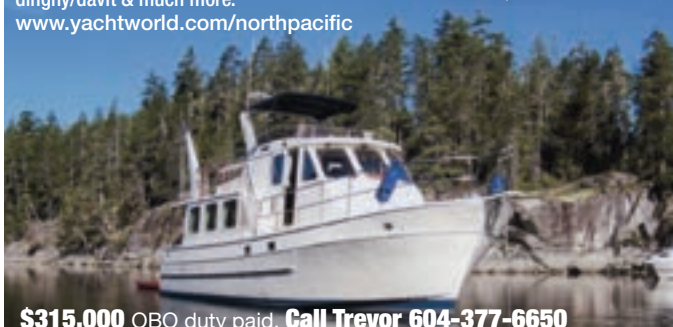
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Chicken Farmer

By John Morris

GETTING PREPPED FOR MY TRIP TO PICTON FOR THE ARTICLE IN CANADIAN YACHTING EAST ON PAGE 20, (DIGITAL EDITION AT WWW.CANADIANYACHTING.CA) I RAN ACROSS AN AUTOGRAPHED PROGRAMME I HAD TUCKED AWAY FROM THE 1960 HARMSWORTH TROPHY RACE. As you may recall, Miss Supertest III wrenched the Harmsworth from the Yanks in 1959 and this programme is from the first Canadian defence. Bob Hayward won the 1960 race, then won again in '61 before he died in a crash later that year and Miss Supertest III was retired forever.

The Harmsworth racing in Canada was held on Long Reach (recently renamed Hayward Long Reach)—a beautifully sheltered six-mile straight run stretching from Deseronto at its north end, south to Picton Harbour flanked by high banks and trees.

The programme delivers a whole lot of nostalgia of course. On one plane, it's a remembrance of Picton with ads from the Grey Room over the Stedman store ("the nicer things of fashion at very moderate prices") and Eaton's Picton branch store on Main Street. The centre spread of the programme is a fine score card

sponsored by Player's Please, back when cigarettes could advertise.

I accumulated the programme a decade or two ago when I was researching a movie script I had envisioned. The idea was an all-Canadian epic recreating the excitement of the time. It would be great: Long Reach looks identical to its 1960 splendour as the race site, Picton looked the same and the wooden beauty, Miss Supertest was sitting at the Ontario Science Centre ready to be celebrated.

As I got more deeply into it, I realized that Miss Supertest III had won for two good reasons. Because of British Empire ties, Canada got to use a British engine, a 2,000 horsepower (!) Rolls-Royce Griffon that out-performed the US-built Allison and with that extra power pushing it, Canada could have won with a boxcar on water skis. The other plotline I discerned was that Bob Hayward, a 'chicken farmer' from Embro in western Ontario who somehow got convinced to go faster than was sensible in a craft that essentially traveled on its sponsons and prop. Sure, there are lots of hydroplanes and they crash now and again, but this baby had all the power Rolls-Royce could muster. From my vantage, those huge speeds the boat attained made his driving choices a less than optimal

safety decision. All very sad really.

I briefly flirted with pursuing a psychological drama based around high risk boat racing involving a hard-ass owner and slightly naive driver. Then I decided I didn't have the stomach for that. In the end I was pretty pleased to see the Canadian postage stamp come out last year and left it at that.

This was not the first time I had been infatuated with three-point speed. For a ninth birthday I received a balsa model of Miss Thriftway as a present and I was totally hooked. By the time the Supertest campaigns were going, I was reading Popular Mechanics and planning to build Sea Fleas. In my dreams I was blasting up Long Reach at 185 mph.

Eventually, I did race a plywood boat but it was as a sailor. While six mph around the marks isn't quite Miss Budweiser, it works for me. Today, I have the Harmsworth program—I'd love to still have that Miss Thriftway 1/32 model.

Many years later, I got to visit the race scene once again. From the banks on the east shore between Picton and the Glenora ferry you get a great vista of Long Reach. Standing there last fall, I would have loved to hear the throb of that Griffon kicking those American challengers once again. ■

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