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## Vantage Point

By Andy Adams

# Kicking Off 2012 In Style

**YOU ARE HOLDING** the biggest issue of *Canadian Yachting* magazine in recent memory. At 172 pages, the February 2012 issue of *Canadian Yachting* is one of North America's largest boating publication editions – testimony to the continued strength of our Canadian boating market.

You bet we are proud!

Long before former *Canadian Yachting* magazine editor John Turnbull published my first powerboat review in August 1976, I regarded *Canadian Yachting* as Canada's national boating magazine. It is the only boating magazine in Canada with independently audited circulation and it is home-delivered to thousands of paying subscribers from coast to coast. *Canadian Yachting* readers are boating enthusiasts who willingly pay to read about boats, engines, accessories and especially, places to go boating at home and abroad.

Our circulation closely reflects the percentages of boaters in the various regions of Canada and now a big part of the reason this issue is so substantial is that we have expanded our team at *Canadian Yachting* to bring on some key new members in western Canada.

More precisely, we are launching *Canadian Yachting West* with Mark Collett as publisher working with editor Duart Snow and such well-known BC writers as Robert Buller.

A greatly enhanced editorial effort that caters to our substantial group of subscribers in Western Canada has attracted a wave of new advertisers and that supports the expansion.

Canadians continue to buy boats and our domestic market is up year over year in sales, even after a big rebound in 2010 following the decline of 2009 created by the US sub-prime mortgage crisis. Yes, we now see the European economic situation and the continued economic problems dragging America down, but we continue to buy boats and to go boating.

I have often thought that Canada has a "real" boating market in contrast to what I think of as the "opportunity" boating markets in other countries such as the United States.

Many people would love a boat. All kinds of people buy them when things are booming, particularly if they can get easy credit terms. Americans were able to borrow against their homes to buy their boats and to deduct the interest. That created a great opportunity for painless boat ownership, that is, until the home values fell.

Canadian buyers were never leveraged like that.

The real market in Canada is a market of people who can truly afford their boat and who are still buying and still boating because it is a major part of their lives (and their lifestyles).

Many of us believe Canada is one of the greatest boating countries in the world. From the historic and beautiful Atlantic coast through the St. Lawrence, the Great Lakes and the literally hundreds of thousands of inland lakes to the breathtaking Pacific coast, we are blessed with water and wonderful boating of all types.

It should come as no surprise that our boating market remains buoyant. As the markets in much more populous areas fade in response to economic conditions, a raft of boat builders have found that their worldwide top dealers are here in Canada. This has been true for Cruisers Yachts, Carver/Marquis, Four Winns, Hunter and many others.

So, let's keep on boating!

In this issue, read Duart Snow's feature on Snug Cove, a convenient and hugely popular BC destination. Recognizing our readers go to exotic locales too, we welcome back Paul and Sheryl Shard who share their adventures through the Baltic Sea. Check out the Galley Guys as they sample the local fare and wine on a canal boating vacation through the Alsace.

As Managing Editor of *Canadian Yachting*, I invite you to check out our top 5 new power boat picks...or delve into the details of the new Cruisers Yachts 41 Cantius. Welcome Bill Springer to CY's contributor list. He reviewed the Hanse 495 and Jeanneau Sun Odyssey 379 in this issue.

If boat building is interesting to you, you will really enjoy Robert Buller's factory tour of the Coastal Craft facility and their innovative aluminum yachts.

New products, high-end navigation electronics at bargain prices, desirable engine room features and many more articles are yours to enjoy in this issue of *Canadian Yachting*. Come on out to the boat shows, check out the boats and accessories for yourself and get ready for another great season on the water in 2012!

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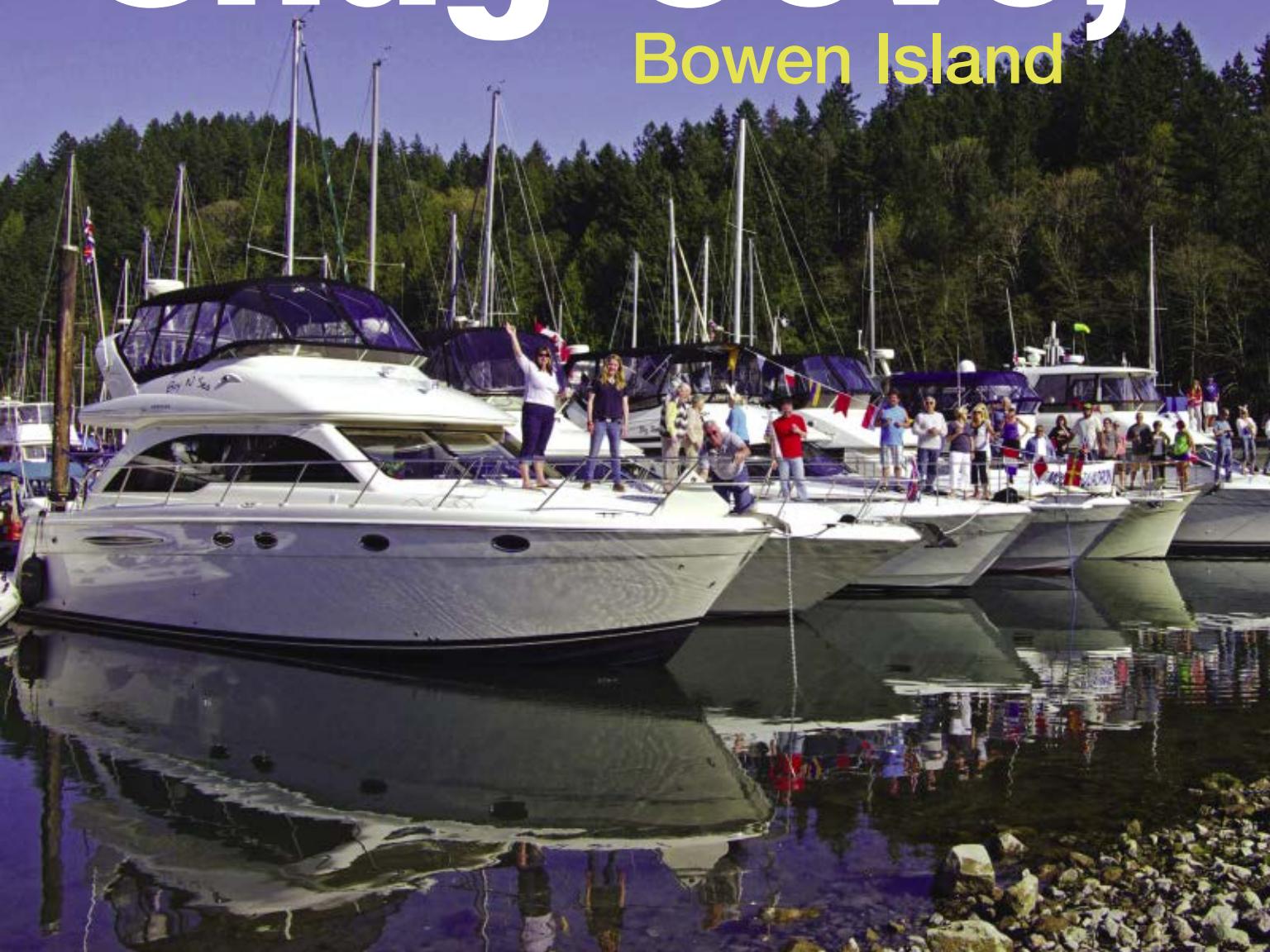
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# Snug Cove, Bowen Island



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By Duart Snow

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J

ust a short hop from home for boaters throughout B.C.'s Lower Mainland, Bowen Island's Snug Cove is a destination for all seasons – and all reasons. Whether you prefer cruising in company or quiet escapes, hiking, golf or fine dining, you can enjoy all of them in the cove. And you'll just be scratching the surface of this not-quite-urban cruising destination.

Over the years, we've visited Snug Cove in all four seasons, for quick weekend getaways or easy nights dockside en route to farther cruising grounds. We've daysailed over for lunchtime outings with family and ducked in to escape lousy weather. We've celebrated special occasions in the village's excellent restaurants and treated our city dog to the long walk through the "wilds" of Killarney Lake. But no matter how often we visit this spot in our own backyard, it never gets old. It's seems there's always some fresh surprise, something new to do.



**Above Left:** 'Med ties' – anchor out, then back in – are a hit with visiting yacht clubs and power squadrons.

PHOTO CREDIT: Sea Snaps Photo

**Above Right:** The marina's shoreside frame buildings recall the heyday of Union Steamships and Bowen Resort.

PHOTO CREDIT: Duart Snow



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**The marina's frame-and-shingle buildings recall steamship days and the heyday of the old resort.**

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#### CLOSE TO HOME

Snug Cove and neighbouring Mannion Bay notch the east shore of Bowen Island, less than two miles across Queen Charlotte Channel from West Vancouver and about three miles north of Pt. Atkinson at the entrance to Howe Sound. Snug Cove is minutes away from the marinas and yacht clubs of West Van, about nine miles from Vancouver's False Creek and First Narrows, and eight miles from the mouth of the Fraser River's North Arm. About the only challenge in getting here can be unpleasantly choppy wind-over-tide conditions near Pt. Atkinson – and as you enter the cove, be sure to leave the light tower and the reef off the point that separates Snug Cove from Mannion Bay to your starboard side.

The village of Snug Cove is the business hub of Bowen Island and the terminus for the BC Ferries route from Horseshoe Bay on the mainland. The ferry, *Queen of Capilano*, shuttles back and forth hourly for most of the day – and takes up lots of space in the cove's narrow confines as it arrives and departs from its berth on the north

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From Dorman Point, the view takes in Pt. Atkinson, Vancouver, Pt. Grey and the Strait of Georgia. PHOTO CREDIT: Duart Snow

shoreline. The ferry crews are used to rubbing shoulders with pleasure boats here, but you'll breathe a little easier if you plan to arrive while the ferry is crossing, or back in Horseshoe Bay. If you do arrive while the *Queen* is in her berth, watch for wash from her propellers even while she is berthed – if you're not prepared you may be pushed uncomfortably close to the rocky south wall of the channel. Otherwise, you'll find lots of water as you duck around the end of the government dock, just west of the ferry berth, toward the head of the cove.

The major marina for transient and permanent moorage here is the Union Steamship Company (USSC) Marina, which takes up most of the cove west of the government dock. You may also find limited transient moorage at the government dock or at Bowen Island Marina, just inside the entrance to the cove. If you prefer to anchor, you may find a spot among the boats moored in Mannion Bay, but the bay is exposed to chop and ferry wake.

### EXTENSIVE MOORAGE

Opened by owners Rondy and Dorothy Dyke in 1990, the marina takes its name from the steamship line which served communities along the B.C. coast through the first half of the 20th century and operated an extensive holiday resort in Snug Cove from the '20s through the Second World War. More than 100,000 visitors a year came to Bowen on the company ship *Lady Alexandra* for holidays or Saturday night dances at the pavilion beside Mannion Bay.

The USSC is a well-appointed and maintained facility with more than 200 slips, including extensive year-round transient moorage, 30 and 50-amp power and water on the docks, and enthusiastic young dockhands who race along the floats on bicycles to welcome visitors and take mooring lines during the busy summer months.

The marina's frame-and-shingle buildings recall steamship days and the heyday of the resort. But today, its centerpiece is the new floating office/washroom/shower facility, located at the foot of the ramp to the shore. Snug Cove regulars will know that here hangs a tale...

For the marina's first 20 years, the Dykes tussled with local government authorities to get approval for their plans for the floating office and washroom. Meanwhile, marina visitors made do with a single toilet and shower that was always intended to be temporary. All that changed when, permits in hand, the Dykes completed the new facility in the same heritage style as the upland buildings, opening it in 2010.

With the marina office and chandlery on the main floor and washrooms, showers, laundry and TV lounge upstairs, the amenities now match the standard of the rest of the marina. They're bright and welcoming, with large brass portholes and antique nautical appointments, including segments of the wooden skiff, *The Peanut*, that was built by Vancouver's Turner Boatworks in 1954 and donated to the marina by its longtime Bowen Island owners. In the men's washroom, a fella can find relief with a view, through a porthole, of the length of B dock. And about halfway through their first steaming 10-minute shower (for just a Canadian loonie) in one of the spacious stalls, long-time visitors will shout "Hallelujah, it was worth the wait!"

### POPULAR SPOT

Given its proximity to the big city, USSC can be a busy place, especially on long weekends in the spring and fall and most summer weekends. Reservations are highly recommended for weekends from June through Thanksgiving, suggests Dorothy Dyke.

There is space for visiting boats to 200' on both sides of A and E docks, the T-floats at the ends of B, C and D docks, and at slips throughout the marina, as available. There is slightly less transient space during the winter. Some yacht clubs lease space in the marina for the use of members. The marina also has seven self-contained character cottages around the cove for daily or longer-term rentals.

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**The marina is a popular destination for Lower Mainland yacht clubs and power squadrons.**

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USSC is a popular destination for rendezvous and cruises by Lower Mainland yacht clubs and power squadrons. Marina staff has added to the fun by encouraging groups to try "Med mooring" along the west side of A dock. Boats set anchors in the open water off the float – mean low-tide depth is eight feet – then fender up, back down and tie stern-to. The result is an entertaining test of boat-handling skill and a row of cockpit "patios" that is perfect for a strolling "happy hour."

"We take out a hook from every second or third boat and set them on a slight angle," explains dock manager Maria Steernberg. "The captains love it, it makes for a cool walk down



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# Easy to reach and easy to enjoy, this haven offers plenty of distractions for the visiting boater.

the dock and it really brings the group together."

For cruisers from farther afield, the marina makes an excellent base to explore or provision in transient moorage-starved Vancouver. Ride the ferry and then a city bus into downtown, or take a water taxi directly from the government dock to Granville Island, site of Vancouver's largest public market.

Here's a tip from this USSC veteran: if you enjoy being at the centre of the action on busy weekends, ask for a spot on A dock. But if peace and quiet is more your style, try the dock-end T-floats; they're away from the bustle and face the cove's wooded shoreline just across the channel – you might even forget you're at the marina!

Or better still, visit during the week at any time of year. You'll find a sleepier cove and you can entertain yourself watching the island's commuters come and go on the ferry. Or join the locals for coffee and gossip at The Snug.

## THRIVING VILLAGE

Over the past couple of decades, Bowen's permanent population has grown steadily to more than 3,000, and that has meant more stability and prosperity for businesses and eateries in Snug Cove village. That's excellent news for visiting boaters in search of dining or distraction. Restaurants, clothing stores, art and craft galleries, a barbershop, grocery stores and bakeries stretch out



USSC is a first-class marina with extensive permanent and transient moorage. Background: ferry's in! PHOTO CREDIT: Duart Snow

westward along the south side of Trunk Road from the ferry dock and marina.

Not long ago, restaurants came and went in the village season after season, and finding a quality meal was a challenge. Now islanders and visitors support a rich array of restaurants that offer a variety of cuisines and generally great food. In fact, you could stay here for days and never fire up the galley stove. Heading up Trunk Road from the marina, the diner's choice looks like this:

**Blue Eyed Mary's:** A charming and busy bistro that specializes in seasonal menus and regional ingredients.

**Doc Morgan's Pub and Restaurant:** From one of the marina's shoreside buildings, Doc Morgan's commands the best view of the cove from its first and second-story patios. Under new management after some uneven times, it offers local seafood, pub fare and local music.

**The Snug:** Mix with locals and visitors for coffee, breakfast or lunch at this longtime village fixture.

**Miksa Restaurant:** Lunch and dinner with an emphasis on seasonal and regional menus.

**Tuscany Restaurant:** A busy trattoria that specializes in artisan pizza, pasta and rustic Mediterranean dishes.

From Trunk Road, turn left on Dorman Road to find more options in Village Square:

**Qi Café:** Homestyle Indian food and café.

**Bowen Sushi:** Fresh sushi to eat in or take out.

**Village Baker Café:** Coffee, bakery, breakfast and lunch with patio seating.

You'll also find Nancy's Taco Shack and Ice Cream at the pier beside the ferry dock, and Artisan Eats and Cocoa West Chocolatier in Artisan Square farther up Trunk Road.

Of course, if you prefer to cook onboard, you'll find plenty of provisions in two well-stocked stores: the General Store on Trunk Road, also a liquor outlet; and The Ruddy Potato, an organic market at Trunk and Dorman roads. During the summer months, local artisans offer fresh foods and baked goods, as well as crafts, in the Bowen Summer Market on the lawn adjacent to the marina's shoreside building.



The new lounge and washroom space is bright, welcoming and cleverly appointed. PHOTO CREDIT: Duart Snow



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The floating office/washroom facility is a welcome addition to the marina.

PHOTO CREDIT: Duart Snow

## DETAILS & COORDINATES

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Tel: 604-947-0707

E: [marina@ussc.ca](mailto:marina@ussc.ca)

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### Bowen Island Marina

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Tel: 604-947-9710

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### Bowen Island Tourist Info

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From Cardena Road or Trunk Road, beside the library parking lot, access the trail network in Crippen Regional Park for an easy walk on the well-trodden trail through the forest to Killarney Lake, a more rugged hike around the lake, or a five-hour trek to and from Mount Gardner. As you walk through this second-growth forest, look for the giant stumps of first-growth trees that were logged over a century ago – you'll notice the steps cut for a hand-loggers' springboards. If you need a break, stop for a picnic or swim on the south side of Killarney Lake.

For a shorter but still energizing grind – with the reward of a stunning vista of Vancouver and surrounding waters from the top – climb from the marina to Dorman Point, which overlooks Queen Charlotte Channel, English Bay and the Strait of Georgia. Follow the boardwalk around the marina lawn and past the beach toward the woods to the south – look for signs that mark the trail to the point. On a clear day, you can see much of the Lower Mainland and the waters you crossed to get here. This is also a good spot to check weather and sea conditions before you poke your nose back out of the cove.

If you'd prefer a pleasant meander close to the marina, stroll up from the boardwalk through the Crippen Park picnic ground. Or, look for the sign to Davies Orchard from Trunk Road, near Tuscany Restaurant and follow the lane back to several cottages that date from the Union Steamship Company's resort days. You'll pass an interpretive sign that recounts the history of the company and the resort, with lots of historic photos and illustrations that connect the cove of today with its fascinating, bustling past.

The development of Bowen Golf Club, a nine-hole, 3,003-yard course near Pt. Cowan at Bowen's southeast corner, has generated a fresh wave of traffic to the marina. Weekend visitors bring their clubs, while runabouts and hefty inflatables speed into the cove with foursomes for day visits. USSC welcomes golfers – ask at the office about day moorage and transportation to the club.

Yes, there are many reasons to visit Snug Cove and many ways to entertain yourself once you get here. But maybe the best reasons of all are the simplest ones – it's easy, it's close and it's welcoming. •

## TAKE A HIKE

Phew! After breakfast or lunch, or before dinner, you may need a little exercise. You can walk or hike from the cove in most directions, for as long and strenuous a stroll as you like. Head north on Cardena Road past the local library, then turn right to find a sandy beach on Mannion Bay, or continue straight onto the causeway that separates Mannion Bay from the lagoon above it. From the causeway, enjoy spectacular views of the North Shore Mountains to the east, or turn around and savour the peace of the wooded lagoon, where you may see ducks, mergansers, swans and other waterfowl. This is a wonderful spot to enjoy a quiet morning coffee while the village and marina are still asleep. You can continue across the causeway and follow the road through the neighbourhoods around Mannion Bay and Miller Landing.



The new marina office – can I help? PHOTO CREDIT: Duart Snow

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



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aul and I had always wanted to sail to the countries of Scandinavia so, following a successful shake-down cruise to the Channel Islands and along the south coast of England last spring, we pointed the bow of our new Southerly 49 variable-draft sailboat, Distant Shores II, towards the Baltic Sea.

### THE ROUTE

Our 3,200 nm summer voyage to the Baltic would take us from Chichester Harbour in England across the North Sea with stops in Holland and Germany then through the Kiel Canal into the Baltic Sea to explore Denmark and Sweden, then back to England to the Northshore Shipyard in Chichester Harbour where Southerly yachts are built. We planned the voyage as a loop so that, if necessary, any snags or warranty issues that might arise during the voyage could be dealt with while we and the boat were still in Europe.

have a lot in common with the lifestyle and the people of Scandinavia and knew we would feel comfortable there (which we did). Both Paul and I have a keen interest in the Viking and seafaring history of Scandinavia and had read about lots of Viking festivals, fairs, and museums we could visit by boat. How cool is that, maritime history lovers?

In Scandinavia, everyone learns English in school and pretty much everyone speaks it fluently. Our route to the Baltic included Holland where English is also spoken fluently, a little less so in Germany, but Paul's not bad with German. We had just spent many seasons cruising in the Mediterranean and Middle East, but there's always a language barrier to deal with which can be wearing at times. And although we worked hard to learn many languages we never got good enough at any of them to be able to have truly in-depth conversations with the locals. Talking to people about their lives, opinions and attitudes

**The spring and fall weather is cool but in the middle of the summer you can get “shorts and t-shirt” temperatures.**

### THE CLIMATE

The sailing season in the Baltic Sea is pretty much the same as on the Great Lakes. The spring and fall weather is cool but in the middle of the summer you can get “shorts and t-shirt” temperatures. However, in Denmark and Sweden the children go back to school in mid-August so many marinas, restaurants, and other related support facilities for boaters start to close down (even though the weather is still pleasant for sailing by our standards). We quickly learned that it's just not part of the mind-set to be out sailing in later summer and September, let alone October, in Scandinavia but a little further south in Germany, Holland, and England, everyone was still out there in the late autumn.

### WHY GO THERE?

What was the appeal of cruising to countries of Scandinavia? We've always felt that, due to the climate, we as Canadians

is something that we find enriching about travelling. It helps you broaden your horizons and challenges your perspectives on things.

We chose to start with the Scandinavian countries bordering the Baltic Sea - Denmark and Sweden and, if we had time, Finland – since the Baltic is a gentle sea. There is hardly any tide, the sea is not very salty. (I know, I know, we're freshwater sailors at heart). There are fewer gales here than in other bodies of water in Northern Europe, and the climate in the Baltic is warmer in the summer months than out on the North Sea.

The first leg of our voyage to the Baltic took us along the south coast of England from Chichester Harbour to Brighton Beach and then Ramsgate where we made our jump across the incredibly busy English Channel sailing overnight to Den Helder, our first port in the Netherlands. Our good friend, Wanita Gray, flew in from Canada just before we left



Distant Shores II moored in the heart of the city of Copenhagen in the Nyhavn canal. From the Nyhavn Canal you can walk to all the city's major attractions.

PHOTO CREDIT: Sheryl Shard

By Sheryl and Paul Shard



# VOYAGE TO THE Baltic Sea



Sheryl, Paul and Wanita grew up together as members of Port Credit Yacht Club on Lake Ontario, have all done extensive offshore passage-making and international cruising, have served together on the committee for the Offshore Cruising course of the Canadian Power and Sail Squadrons and also instruct this course. Whenever they get a chance to actually cruise together it's always a good time.

PHOTO CREDIT: Sheryl Shard



Chichester Harbour and joined us for the leg to the Frisian Islands, which lie like a string of pearls along the north coast of Holland and Germany.

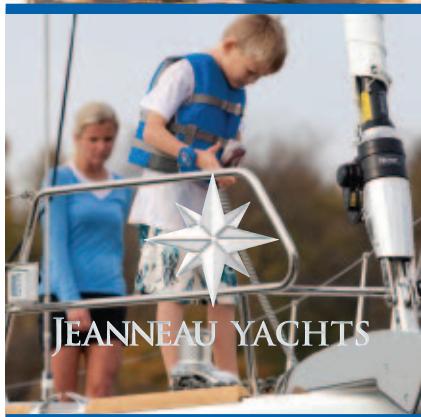
## HOLLAND

### The Frisian Islands

In Den Helder, we exchanged our British pound notes for euros and enjoyed a day browsing the town, relaxing in cafes, sampling amazing Dutch cheeses, and getting a feel for the country and culture. The town was spotlessly clean and orderly and

everyone, it seemed, was riding bicycles. In fact, everywhere we went in Holland offered up excellent bike paths. You could rent them everywhere and it was a fun way to get some exercise and to explore the towns and villages we stopped at.

From Den Helder, we made an afternoon sail to the island of Texel where we entered the shallow Wadden Sea, the body of water between the Frisian Islands and the mainland. The Frisian Islands are a cruising paradise for boats with shallow-draft capabilities. Although Distant



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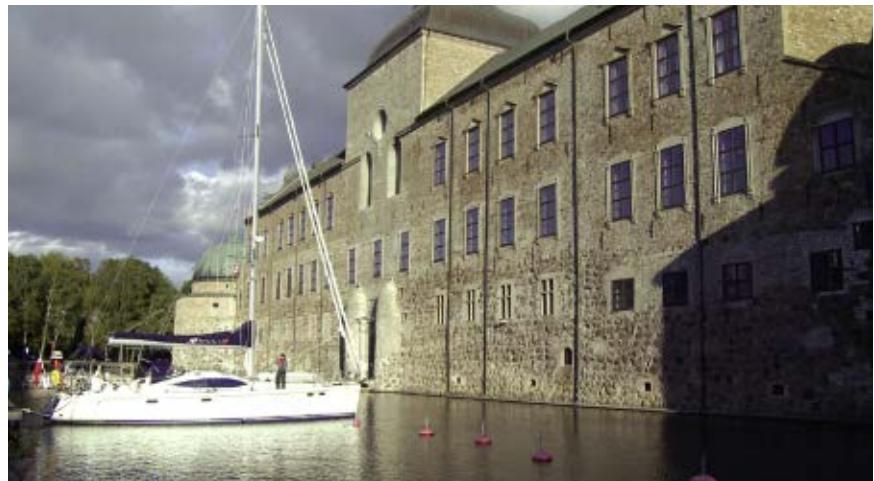
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Shores II is 49 feet long she only draws 2' 10" with the keel up (10' 3" with the keel down) so depth wasn't an issue in these very shallow seas. We can also retract the keel completely and dry out at low tide, which we often did in remote places.

We had pretty strong winds the next few days but in the protection of the islands the seas are relatively flat, so we had great fun short-tacking up the narrow channels. The next island we visited was Vlieland, a very natural place with lovely, long, golden beaches and sand dunes. From Vlieland, Wanita took the ferry to the mainland where she caught a train to the airport in Amsterdam to head home. It is very easy to do crew changes in these seemingly remote islands due to the excellent and affordable Dutch transportation systems. Later in the summer on our way back to England, a British friend joined us in Holland for a trip through the Dutch Canals. There is a stand-mast route from the Wadden Sea all the way to Amsterdam, which takes you through picturesque and historic little Dutch villages.

## GERMANY AND THE KIEL CANAL

### From the North Sea to the Baltic Sea

Next day we sailed to Borkum in the German Frisian Islands and from there sailed offshore, timing our arrival with a positive tide up the Elbe River to the Cuxhaven Sailing Club on the German mainland, a friendly stopover, plus cross-roads for international cruising sailors. Cuxhaven was a good place to provision, especially for stocking up on good wines. Alcohol is very expensive in Denmark and Sweden as is dining out in restaurants, so we always carry a good selection of wine during a cruise to share with new friends over home-cooked meals made on board.

There are many lovely guest harbours along the Göta Canal including the one in the moat of Vadstena castle. Anchoring in a castle moat was a first for the Shards!

PHOTO CREDIT: Paul Shard

Just up-river from Cuxhaven we entered the Kiel Canal of Germany. In German it's called the Nord-Ostsee-Kanal and is considered to be the world's busiest artificial waterway. It is the basis for trade between the countries of the Baltic area and the rest of the world. About 43,000 ships pass through the canal annually, not including small craft, so it is a busy place and makes an interesting two-day trip in a sailboat.

The Kiel Canal runs for almost 100 km (about 61 miles) across Schleswig-Holstein, the northernmost of the 16 states of Germany, which borders Denmark to the north, the North Sea to the west, and the Baltic Sea to the east. It goes from Brunsbüttel to Kiel-Holtenau and links the North Sea with the Baltic. An average of 250 nautical miles will be saved by using the Kiel Canal instead of going around the top of Denmark to the north.

When we popped out of the canal in Kiel two days later there was a tall ship festival going on. Turns out it was the final day of Kiel Week, one of the biggest sailing regattas in the world! Bands were playing, parachutists were dropping out of the sky, and there were hundreds (or so it seemed) of classic boats sailing in the harbour. It was quite an entrance to the Baltic Sea!

From Kiel we had a lovely afternoon sail up to a fjord called the Schlei, our last port in Germany. The anchorage was huge but there were only two other boats there. Meanwhile the marinas in the

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fjord were packed solid with boats rafted two and three deep! This was a situation we saw repeatedly throughout Scandinavia during the summer. Sailors here do not like to swing at anchor the way we do so we rarely encountered a crowded anchorage even in the high season. Here, everyone is happy to raft-up in marinas so, no matter how crowded they are, everyone is welcome and a space is always found for you.

## DENMARK

### The Southern Islands

From Schlei, we explored Denmark's south Funen archipelago first visiting the small rural island of Lyø where we had a delightful visit to the Maritime Museum in Lyø run by Susi Hansen, a ship's captain's wife, who started this interesting collection in her kitchen and tells wonderful seafaring stories to all visitors.

Next stop was Faaborg where we stayed at the marina and learned much about the history of the harbour from enthusiastic marina attendant, Kim Ingerslev, who speaks seven languages and makes every visitor feel at home. There is a great 100-year-old smokehouse at the harbour, Faaborg Fiskehuset, where salmon and herring are smoked in the traditional way – a popular food in Scandinavia.

A real highlight in this region of

## NAVIGATION EQUIPMENT - AIS

One of the new pieces of navigational equipment we installed on Distant Shores II that made watch-keeping a pleasure was an AIS (Automated Information System) transmitter. On our first Southerly, a 42 called Distant Shores, we enjoyed having an AIS receiver which provided lots of information overlaid on our Raymarine chartplotter about the name, size, speed, position and closest point of approach of the ships surrounding us. On Distant Shores II we added the AIS transmitter so that ships and other vessels with receivers can see this information about our boat as well. This proved invaluable in many instances, especially in the heavy ship traffic encountered during the crossing of the English Channel since we could literally see ships changing course around us long before we had to call them about collision avoidance manoeuvres. Later in the Göta & Trollhättan Canals in Sweden and on our return trip through the canals of Holland, the lock-keepers would often have the locks ready and open for us before we called them with our ETA since they saw us approaching on AIS. (Note: There is a privacy feature so you can shut off the transmission if you don't want your information to be seen, for example, in remote areas where piracy could be a threat.)

Denmark is a visit to the island of Ærø to the harbours at Ærøskøbing and Marstel. We stayed at the commercial harbour in Ærøskøbing and rented a little electric car and drove down to Marstel at the other end of the island to see the excellent maritime museum there. Ærøskøbing is an historic and picturesque "fairy-tale" village and we learned much about it from the wonderful night-watchman tour given every night a 9 o'clock during the summer months.

We returned here a week later after picking up our parents at the airport in Copenhagen who had come for a visit. From Ærøskøbing we sailed with them along the south and east coasts of

Denmark stopping at many small harbours along the way to Copenhagen where we moored in the heart of the city in the Nyhavn canal. From the Nyhavn Canal we could walk to all the city's major attractions and had a couple of culture-filled days visiting museums and palaces.

We sailed on to Sweden where we travelled along the south and east coasts full of delightful islands in extensive archipelagoes. There is a well-established network of guest and natural harbours throughout these archipelagoes and we had a wonderful month of island hopping.

A highlight was sailing to the island of Gotland located in the middle of the Baltic Sea where we attended the annual Medieval Week festivities held in the beautifully preserved medieval port of Visby. Everyone, including members of the press, were required to dress in period costume so we had great fun at the medieval market buying costumes and it was quite funny to see people getting off the ferry as well as fellow yachties climbing off their boats dressed medieval style! Our costumes evolved over the days we were there attending tournaments, banquets, concerts, fire shows, juggling and jester acts. It was an event-filled week and just so much fun!

Things were much quieter in the nature harbours further north in the forested islands of the Stockholm archipelago. In fact many of the anchorages have wood-burning saunas on shore that you can use! This is wonderful after a bracing day sail. The Archipelago Foundation maintains them and wood, an axe, fire starter, etc. are all supplied. You make a small donation in a box on the honour system. They are kept immaculately clean by the conscientious sailors who enjoy these waters.



In 1991 when cruising the Canary Islands we met Swedish sailors, Siw and Crister Johansson and have since cruised with them in the Caribbean and now here in Sweden. Meeting people and making long-lasting friendships is one of the many things that makes the cruising life so appealing.

PHOTO CREDIT: Sheryl Shard

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When we arrived in Stockholm we met up with Swedish friends, Siv and Christer Johanssen, who we had sailed with in the Caribbean 19 years ago! It was as if no time had passed and they joined us aboard Distant Shores II for a long weekend, taking us to their favourite harbours. We also attended the annual rendezvous of the Swedish Ocean Sailing Club of which they are founding members. Wherever there are sailors, there are good times and good food to be enjoyed together!

the most part connects natural rivers and lakes including Lake Vänern, the third largest lake in Europe, 64 nm to cross. Only 97 km (60 miles) of the whole trans-Sweden route is artificial waterway.

There are a total of 65 locks to negotiate, which we managed with just the two of us on board although it was challenging at times. Having one more person on board would have made it much more manageable but we had a great time and the scenery was lovely! There are many pretty little towns along the

On the return trip the Shards took Distant Shores II through the inland waterways of Holland all the way to Amsterdam. There is a stand-mast route where all the bridges lift so you don't have to lower your mast to do the canal.

PHOTO CREDIT: Paul Shard

increased and the weather turned chilly. However, the waterway is very protected so we felt it was a good trip to do in the autumn to extend the boating season in Sweden.

In Gothenburg, Roger and Kerstin Börjesson, who own a Southerly 110 called Blue Magic, saw our boat in the harbour and invited us to their home for dinner for a traditional Swedish meal and gave us lots of good tips on cruising the west coast of Sweden which we hope to do in the future. This spontaneous Southerly owners get-together was a nice way to finish our Baltic cruise and as the winds of late September started to blow cold we hopped aboard to sail south back to Germany, the Kiel Canal to the North Sea, and through the Dutch Canals out to the English Channel and back to Itchenor for the winter. •

## **Here, everyone is happy to raft-up in marinas so, no matter how crowded they are, everyone is welcome and a space is always found for you.**

Stockholm was the farthest north that we sailed in Sweden but our adventures in Sweden weren't over. Our next cruising experience there was to travel all the way from the Stockholm area on the east coast through the Göta & Trollhättan Canals to Gothenburg on the west coast, a distance of 558 km (347 miles) by the canal route as compared to 950 km (590 miles) if you sail from one to the other on the Baltic. The inland waterway route for

route of the Göta Canal with good facilities for yachts. Our favourite guest harbour was on Lake Vättern in the town of Vadstena where you moor your boat in the moat of a castle!

We did the canals in mid-September (just a couple of weeks before the Göta Canal closed for the season) taking seven days to reach Gothenburg. Winter comes early in Sweden! Most of the local boats were hauling out already. Winds

Award-winning filmmakers and sailing authors, Paul and Sheryl Shard, have been cruising internationally since 1989. They are the hosts of the sailing adventure TV series, "Distant Shores", that airs weekdays across Canada at 6PM ET/3PM PT on Travel and Escape Channel and includes episodes on their Baltic cruise. Visit their website at [www.distantshores.ca](http://www.distantshores.ca)

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**THE INTRODUCTION** of a new yacht is always a time for excitement, but this one was particularly special for me.

I had seen the original engineering mock-up of the 41 in the development stages when I visited KCS International Incorporated over a year ago. They are, of course, the manufacturers of Cruisers Yachts and Rampage Sport Fishing Yachts located in Oconto, Wisconsin. I had gone there to test the 48 Cantius – a breakthrough new design and a yacht that has already had impressive sales success.

Even as the engineers at Cruisers Yachts were developing the 48 Cantius, they realized that the design progress and virtues of the 48 would be really compelling if they could carry it down to a smaller boat. That was where the 41 Cantius started.

Canadian Yachting was flattered to be the first magazine to publish a review of the 48 and now, we are among the first to review the 41 Cantius. We think

you'll be impressed with the design and high level of innovation.

The innovation is apparent from the moment you first see it. Recognizing the way people are using their boats, the living area starts right at the swim platform with its pull-down boarding ladder, transom shower and portside electrical connections, including a 50-amp shore power cord on a Cablemaster. Our test boat was the prototype. Some things may change in the production version, but one design element we know will stay is the amazing removable stools and tabletop across the transom. We've never seen anything like it.

The design flows into the cockpit area beautifully. It's up one small step through the transom gate and from there, it's all one level right to the windshield. Consumers are asking for large, continuous living areas and ease-of-use. Cruisers gives you weather covers for the stools and cockpit seating, but that is the only canvas on board.

You enter the cabin through a tri-slid-

## SPECIFICATIONS

Length	42'8"/13 m
Beam	13'0"/4.0 m
Weight	25,000 lb./11,340 kg
Fuel Capacity	300 gal./1,136 l
Water Capacity	75 gal./284 l
Waste Capacity	50 gal./189 l
Base Price*	\$663,000 US

\* with IPS 550G 400 HP 8.1

ing door by Aluminum 2000. This glass aft bulkhead measures 94" x 73" with a 54" opening. At the end of your day onboard, slide the doors closed, lock it and walk away. How easy is that!

More cockpit details include the removable picnic tables that stow under the port bench seat, storage under the seats, a convenient trash locker plus, the transom countertop where the stools are, lifts to reveal a trunk that can store boat hooks, mops, buckets and four fenders as well.

Also in the cockpit, by the glass door is a storage locker with grab rail, loads of storage inside; under the lid, there is an optional Kenyon electric grill.

Staying on exterior features, the design of the cabin roof facilitates a stainless steel handrail all the way up to the windshield. Three steps up from the

## PERFORMANCE

**Test boat engines:** Twin Volvo-Penta D6-370DP, 336 ci inline 6 cylinder diesels with twin overhead cams, four valves per cylinder, common rail injection, turbo charged and aftercooled, 370 HP each, driving Duoprop stern drives.

ENGINE (RPM)	SPEED (MPH)
Idle	4.0
1000	7.1
1500	9.4
2000	11.8
2200	14.5
2400	19.0
2600	24.1
2800	27.5*
3000	30.5
3200	34.4
3500	39.2
3570 (MAX)	40.4

\* CRUISING SPEED

cockpit takes you to the generously wide side decks with a raised edge for more secure footing when you go forward to the reclining sun loungers or to use the electric windlass for anchoring. An emergency crank is included and the anchor locker door is on a gas strut to hold it open.

A 41-footer is a pretty big boat, but still, we were surprised at how spacious the engine room is. A large hatch in the cockpit floor leads to a four-step ladder. The engine room has a 50-inch ceiling height and it's all finished in white gel-coat with thoughtfully placed lighting and good access all around. Like the 48 Cantius, the engine room on the 41 lies outside the cabin area, has large exterior air intakes and plenty of sound deadening. So, the 41 shares the impressively quiet operation and even at high speeds so conversation in normal tones is possible.

To starboard as you enter the cabin is the entertainment centre featuring a wet bar with sink, bottle storage and optional combination fridge/ice maker and food prep counter space, plus storage. Above this is a 22-inch Sony flat screen that can pivot out for the best viewing angles. To port is seating for six adults around the dinette: four at the table and two at the captain's bench. The built-in seating cleverly includes fold-down armrests and drink holders too.

Huge cabin windows bring in plenty of daylight and the blinds can be lifted right up out of the way. One of the most appealing features is the standard Taylor-made 54" square, sliding electric sunroof.

You feel like you are outside, but there was no buffeting or wind noise. If you want more air to flow through, slide open the cabin door; for even more, open the port and starboard power vent wings.

What we think most passengers will like best is that all the seating is at the same level; there isn't a bad seat in the house. From the double-wide helm seat with fold-up armrests, the captain can see almost 360°. Massive windshield wipers keep the front glass clean. You get 6' 4" of headroom and the navigation centre seems to float in front of the driver with excellent placement of the twin Raymarine E 90 displays, HD radar with an open array, autopilot, depth finder, VHF radio and GPS. Other options are available. The tilt steering is an excellent feature and we found that standing or sitting, everything was in clear view and the throttle controls for the twin Volvo Penta D6 diesel engines making 370 hp each, were comfortable to use.

Note that this boat also has joystick control and it really is easy to handle around the docks.

Yet another feature we loved about the 48 was that the area ahead of the helm and over the lower decks where the galley and staterooms are located had been left open to the huge windshield and sunroof above. This means that the lower deck is flooded with sun-



The helm is one of the very best features on the 41 Cantius. It's neatly laid out and the ergonomics are very good, but the unique feature is that the dashboard is cut out ahead of the instrument binnacle, flooding the lower deck with natural daylight.

light so you never feel like you're going below into a cave.

Going down a few steps, the head is on your right with composite countertops, a vessel sink, opening porthole, storage under the vanity and mirrored medicine cabinet doors. The separate shower stall is generously sized.

The master stateroom forward, has a queen island berth with a pair of pullout bins below the bed, two hanging lockers and overhead cabinets all around for additional storage. There is a pair of opening portholes on each side and a deck hatch above the bed for added airflow and light. There is a blackout screen for night use as well as privacy covers for the front windshield. Back to the master, there's an optional 22-inch



This wide-angle shot of the main salon reveals a useful length of counter space, a sink and other food preparation and serving features on the starboard side just inside from the optional electric grill and on the port side, the dinette is raised one step to keep everyone at the same height for a great view.



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Sony television available and the whole area has 6' 9" of headroom for a really spacious feeling.

On the port side is a generously sized galley with attractive light-coloured composite counters, Vitrifrigo stainless steel refrigerator, big round stainless steel sink with a filler to add counter space. There is a Kenyon two-burner stovetop, three drawers, and a locker below as well as more storage above; there is also a built-in Contoure microwave. The great thing



The main galley is where most of the cooking will take place, so there's a large refrigerator/freezer, big sink, microwave and plenty of storage as well as natural daylight from above.

about the galley is all the daylight streaming in and augmented by big hull side windows.

The test boat had handsome wood floors throughout as well as Wenge cabinetry. It is a rich, dark finish that contrasts sharply with the white upholstery for a more spacious look.

One of the highlights of the 41 Cabtius is the midship guest suite, which has a very clever split bunk arrangement. There is sitting height over the berths, but 6' 3" as you enter with a private wet head compartment with shower. A vanity with sink is open and there are two opening portholes for cross ventilation. The convertible berths let you choose two singles or a full queen. The fillers store under the berths.

We were amazed to learn that the interior panels here are removable giving open access to many mechanical systems like air-conditioning, central vacuum, wiring and more. Servicing is very well planned. And, notice that the cockpit hatch to the engine room means mechanics can do service work without unlocking the cabin, or coming inside.

Finally, let's talk about performance. Because we ran the prototype, Cruisers is refining the power options, but our test boat had twin Volvo Penta Duoprop sterndrives hooked to 370 HP D6 diesels. These are just sweet running diesels: smooth and quiet at all speeds. For fuel economy, the boat seems to

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**Above:** The forward stateroom features an island queen berth, overhead hatch, hanging lockers, two rollout bins underneath the berth and plenty more storage in the side panels.

**Above Right:** As we approached the boat for the first time, the swim platform and cockpit layout stopped us dead in our tracks. The 2 stools at the counter and the L-shaped cockpit seat by the electric grill all looked very inviting!

like cruising at 2800 RPM doing 27+ MPH and achieving 1.15 miles per gallon – very impressive for a boat with an as tested weight of over 27,000 pounds! In addition, the Volvos spun up past 3500 RPM running more than 40 MPH. Even then, it was nearly doing one mile per gallon. This is a big boat for stern-drives and it needed a bit of attention at the helm to keep on course (or autopilot), but these keep costs down and perform well. The bow never interfered with our forward visibility, even when planing off. Using the trim tabs to best advantage, the boat took approximately nine seconds to plane and that was with nearly full fuel, but only two people on board.

Overall, the Cruisers Yachts people have done a remarkable job of maintaining the feel of their larger 48 Cantius while dialing the price tag down very significantly. There was nothing skimpy or downsized about the 41 and yet when we pulled up to the dock beside the 48, the size difference was significant. The 48 is a substantially larger boat and yet somehow the cruiser's engineers have magically made the 41 seem almost equally nice! •

Test boat and performance data provided by  
Cruisers Yachts Inc.  
[www.cruisersyachts.com](http://www.cruisersyachts.com)

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# A Stylish German Cruiser



By Bill Springer

**HANSE YACHTS** sure have come a long way since they first appeared in North America in the late '90s. Back then, I thought the boats were small and unremarkable except for the fact that they were built in the former East Germany. But I soon learned that Hanse's founder and chief visionary Michael Schmidt had big plans. Since then, Hanse Yachts has indeed evolved into one of the highest volume builders in the world. And as I found out during a test sail of the Judel/Vrolijk-designed Hanse 495 on a spectacular late fall day in New England, there are plenty of reasons why Hanse Yachts continue to propagate.

The 495 has striking lines – the bow is plumb, the topsides are tall with oversized hull ports, the coach roof is low slung, and the stern is wide. Stepping aboard (several fixed steps on the dock made it easy to get up and over the tall freeboard), I liked the easy-to-navigate side decks, though I'd liked to have seen a longer coach roof grab rail. I was also

impressed with the spacious cockpit centred around a large, sturdy table with dropdown leaves. The cockpit seats are wide enough to be comfortable, long enough to stretch out on, and the stainless steel framed table provides excellent

## SPECIFICATIONS

LOA	50' 6"/15.39 m
LWL	44' 5"/13.41 m
Beam	15' 7"/4.57 m
Draft	6' 9"/2.06 m
Displacement	30,900 lb./14 t
Ballast	8,830 lb./4,000 kg
Sail Area (100%)	1,224 ft.2/373.08 m2
Fuel	80 gal./302.83 l
Water	172 gal./651 l
Waste	19 gal./72 l
Engine	73 HP Volvo (Sail Drive)
Designer	Judel/Vrolijk & Co.
Base Price	\$368,000 US





hand-holds and brace points. The transom drops down to reveal a large swim platform and clever life raft storage. Access through the stern area is excellent due to the boat's dual helm configuration. Lines led through a bank of stoppers to winches mounted close to the helms making sail trim from both helm stations a snap. The double-ended mainsheet and self-tacking jib make it extremely easy to sail single-handed, but there is no traveller. The only way to depower the main is with the vang. On deck storage is available in the good-sized cockpit lockers under the seats and a large sail locker forward.

The accommodations plan is impres-

sively customizable for a production boat. Three very different basic cabin layouts are offered. The boat I tested had the master cabin forward, two guest cabins aft, and a large sail locker forward, but many different variations, including choices of wood veneers (Mahogany, cherry, or teak) and upholstery colours are available. No matter what version you choose, the main salon will be open and stylish with a spacious, Euro-style galley, a large settee, and significant (6' 10") headroom. The main salon is bright thanks to well-designed hull ports and well-ventilated by four opening ports and two large opening hatches. There's also room for a proper,

The main salon is open and stylish with a spacious, Euro-style galley, a large settee, and significant (6' 10") headroom.

forward facing nav station with a large chart table and a good-sized head.

Hanse pitches the accommodations design as "loft style." This is readily apparent in the master cabin forward. It has a legitimate walk-around "bed," generous storage, and an ensuite "bathroom" that you might actually find in a small city "loft" instead of the triangle-shaped bunk that you often find in forward cabins on many boats. An equally well-proportioned and well-equipped master cabin aft is also available, but I'd opt



The guest cabins are much less "loft-like," but still have enough berth and storage space to be comfortable.



There's also room for a proper, forward facing nav station with a large chart table and a good-sized head.



The transom drops down to reveal a large swim platform and clever life raft storage.

for the superior light and ventilation available forward. The guest cabins are much less "loft-like," but still have enough berth and storage space to be comfortable.

I test sailed the 495 off Manchester, Massachusetts, under crisp sunny skies in about 8-12 knots of breeze and flat water during a highly unusual warm spell last fall. Now while it wasn't the best day to see how the boat would handle a blow, I can report that it handled the light stuff extremely well. The helm was light and well balanced. I appreciated the tactile feel of the steering and the way the hull cut a clean wake through the water. Visibility to leeward and of the jib telltales was excellent from each of the helm stations and the seats were comfortable though they felt a little exposed. I also liked the easy visibility and access to the chart plotter mounted on the back of the cockpit table, and that the crew could both trim and reef without ever needing to go forward.

Hanse pitches the accommodations design as "loft style." This is readily apparent in the master cabin forward. It has a legitimate walk-around bed, generous storage, and an ensuite bathroom.

Upwind, in the slightest of puffs, I was able to get boat speed to just touch seven knots, briefly, and to tack the boat through 80 degrees. But speeds in the high 5s and 6s were the norm in the mostly single digit winds. Still, pretty good considering this is a 30,000 lb., 50-foot boat. The 495's excellent light air performance is really not too surprising considering the low-drag hull was drawn by the go-fast guys at Judel/Vrolijk, the L-shaped, 8,830 pound keel draws almost seven feet, and even with the self-tacking jib, sail area totalled 1,272 sq ft. And it was easy to sail too. Once the in-mast furling main and self-tacking jib were trimmed for sailing hard on the breeze, all I needed to do was put the helm over and sail to where the telltales told me to go. And if we did need to trim, a powered winch was there to provide the muscle.

The standard 72 HP engine has plenty of power and the deep rudder and L-shaped keel provides plenty of maneuverability, but we didn't really need any of that to get off the dock due to the bow and stern thrusters our test model was equipped with; all we needed to do was deploy the thrusters, and push the joystick (both thrusters are controlled with a single joystick) to the right. The ability to simply power sideways out of a tight spot is cool, but you must remember to retract the thrusters

before accelerating or they will be damaged. There were no surprises once we were powering out of the harbour. Boat speed under power was in the 8-9 knot range. Engine noise was noticeable but acceptable down below.

The hull is built of solid, hand-laid fibreglass below the waterline and the deck and the hull above the waterline is cored with balsa. The hull is stiffened with a solid fibreglass grid. Both the hull and deck are laminated with Isophthalic gelcoat and vinyl ester resin. Both the standard T-shaped, and the optional L-shaped keels are cast iron. Overall construction quality was good.

If you ever use words like classic, or traditional, or transom overhang, to describe your ideal cruising boat, the Hanse 495 is not going to be your cup of tea. But, if you're looking for a spacious, stylish, well-designed boat that's fun and easy to sail, AND will turn heads on any harbour tour, the 495 may be right in your wheelhouse. It combines attitude and elegance with performance and function beautifully. •

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# Coastal Craft



**From its aluminum workboat roots, Coastal Craft is emerging as a leading builder of high-performance semi-custom yachts, with an emphasis on innovation.**

Story and photos by Robert Buller

From its modest start in 1996 as a builder of welded aluminum crew boats, Coastal Craft has emerged as an industry leader in high-performance, high-tech semi-custom yachts. There are probably more than a dozen manufacturers of aluminum workboats on the British Columbia coast – but Coastal Craft has moved far beyond that original niche.

The Coastal Craft team once comprised just founder Jeff Rhodes and three employees – but now numbers 50 and growing. Rhodes is quick to explain that he did not set out with a grand vision to become a manufacturer of premium yachts. Instead, he grew into the role by listening carefully to his customers, then building what they wanted.

“I came from the towboat side of the business, and started building welded aluminum work and crew boats,” Rhodes

explains. “After a couple of years, a customer wanted the warmth and charm of a real wood interior. I said we’d build him one. Then I had to learn how. And that led us into building yachts, not workboats.”

## INNOVATION

Learning is a continuous process at Coastal Craft and it never really stops. CY West had a recent tour of their growing manufacturing plant in Gibsons, a town of 4,200 on B.C.’s Sunshine Coast. With an 18-month backlog of orders, the plant is full of high-tech production equipment and busy workers, components and parts being assembled, and boats being finished. Two of Coastal Craft’s newest 56-footers were under construction, a 45-footer was ready for the paint shop, and several customers’ boats were in the yard awaiting system upgrades. The largest Coastal Craft to date, a 74-footer, is on the design table and it’s gorgeous.

The Coastal Craft yard holds customer boats returned to the factory for system upgrades or major servicing. Though available in any number of colours, their signature blue is the most common.

While the company offers a full product line, more recently it has concentrated on the larger sizes that today’s customer is asking for, the 40, 45, 56 and soon the 74. Thirty and 34-foot models are also available but it is the larger boats that are selling these days.

Coastal Craft has built an enviable reputation throughout the industry for innovation in construction and performance. The company was one of the first aluminum boatbuilders to fit Volvo Penta Inboard Performance System (IPS) units into a new design. That early step got a lot of attention from Volvo engineers and the partnership has flourished, while Coastal Craft’s success with IPS is becoming recognized worldwide.

IPS mates high-performance Volvo

that both partners can dock with confidence. That alone – to say nothing of domestic harmony aboard – could justify the investment.

## QUALITY AND PERFORMANCE

This kind of innovation is matched elsewhere on the boats, as well as in the plant. Coastal Craft specifies only LEDs for interior lighting, taking advantage of their low current draw. Helm chairs in the wheelhouse and on the flying bridge are Stidd, while Diamond Sea Glaze supplies the windows throughout.

“It’s not that these are just well-known

systems, too. Twenty-four-volt systems are now standard, saving weight and cost of wiring. An Eplex low-voltage control system is completely wired throughout; it controls all lighting and other electrical systems – genset, watermaker, heaters, air conditioners – from keysets in the wheelhouse, salon and master stateroom. Surprisingly, lithium-ion cells are now standard in house batteries.

“No other battery gives us the performance we want. It’s worth the premium price to get a battery system where we can use the entire capacity of the cells, and it will fully recharge in minutes, not hours” explains Rhodes. “Boaters want to



Penta common-rail six-cylinder diesels to steerable drive pods with forward-facing, counter-rotating propellers. Operating in clean water, the IPS delivers high cruise speeds and excellent low-speed maneuverability. IPS is now the default propulsion system for the entire Coastal Craft line.

High-speed cruise is just that – 30 to 35 knots standard at a reasonable fuel burn. The fuel consumption curve is almost linear – close to one nautical mile per gallon at almost any speed using ISP600 power packages in the 40 and 45-footers. These are planing hulls, with clean hull forms and strong construction that make these speeds routine.

Finger-tip maneuverability while docking comes from a simple joystick control – just tip the stick in the intended direction of travel and the boat moves that way. Thrusters, bow or stern, are not necessary. The system works so easily and directly that boating couples report



brands,” says Rhodes. “They are well-known for the same reason that we specify them – they provide us with the quality and performance that our customers expect.”

Gensets are Northern Lights or Fischer-Panda; the latter have a smaller footprint that leaves room for other accessories. US Watermakers are standard, as are Miele washers and dryers on larger models. All interior wiring is high-quality marine-grade from Vertex.

We saw a 56-footer being fitted out with a five-area in-floor heating system, complete with plenums and controls in a high-quality installation more usually found in upscale homes.

Component choice requires a never-ending search for quality and performance, says Rhodes.

“Not many boat builders are prepared to invest in the R&D necessary to be on top of technology, but we are.”

This is reflected in the boats’ electrical

systems, too. Twenty-four-volt systems are now standard, saving weight and cost of wiring. An Eplex low-voltage control system is completely wired throughout; it controls all lighting and other electrical systems – genset, watermaker, heaters, air conditioners – from keysets in the wheelhouse, salon and master stateroom. Surprisingly, lithium-ion cells are now standard in house batteries.

minimize the amount the generator is needed and we’re down to less than a half-hour, twice a day on average, to keep fully charged.”

In the galley Coastal Craft installs Sub-Zero refrigeration and the latest magnetic induction coil cooktops. These will heat only a metal container, not a hand, so safety and performance is packed inside, too. An impressive integrated electronics package is fitted on the bridge and at the main helm station.

## HIGH-TECH PLANT

As one might expect, Coastal Craft builds its advanced boats in a similarly modern and well-equipped plant. Though crowded with production now,



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In the woodworking shop, a part is trimmed on the chop-saw. A master list of all wood components is displayed on the shop wall behind the saw.

it's as up to date as any factory we have visited.

The sprawling facility is located off the main highway in an industrial area of Gibsons. Covering 20,000 square feet, it's divided into five main areas: hull fabrication (mostly welding); wood shop (where interior cabinetry is cut and pre-assembled); paint shop; (a few steps away); and, mechanical preparation area. Offices are located on the second floor. Immediately next door is a new, semi-permanent tent that houses the final fitting-out area for the 56 and the 74.

Bustling with activity and workers everywhere, the entire facility was well organized, neat and clean. There is a general air of "busy-ness" and a quick pace to everything; spirits are obviously high. Employees are clearly proud of their work and were quick to show it to us.

Nowhere was this more evident than in the carpentry shop. About \$500,000 has been invested recently in the latest computer numerical-controlled (CNC) woodworking equipment. We watched as a 4' by 8' sheet of marine-grade okoume plywood was loaded on the flat bed of the CNC cutter. The layout and design of the side table and drawer unit for the 56's master stateroom had just been downloaded directly from the design office computer-aided design (CAD) system.

After a quick adjustment, the CNC unit proceeded to cut rabbets and mortises, and drill the cross-holes. The CNC operator then flipped the sheet over and the machine cut all the rest of the components. Waste was minimal and the resulting pile of pieces was neatly stacked and labeled for correct assembly.



Looking forward into the engine room of a new 56-footer with mounts for the IPS drives newly welded in place and the central bench of the engine room receiving final installation welds.

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Coastal Craft's 450/IPS offers impressive performance and fuel economy.

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Rhodes is particularly proud of his team's consistency of build. Matching the strength of welded aluminum and the precision of CAD designs with precise assembly creates a boat that retains its stiffness, strength and integrity. Ten-year-old boats in the shop for upgrades still show precision fit of interior components with no flex or degradation. Our inspection of one 56-footer found remarkable quality of fit and finish even in areas that would remain forever sealed and hidden. Quality of work was evident everywhere we looked.

As part of their progression to producing premium high-performance yachts, Coastal Craft now builds to Transport Canada, US Coast Guard and American Boat and Yacht Council standards.

## PERFORMANCE

We rode on a Coastal Craft 42 fitted with IPS last summer and were astounded with the performance. At well over 30 knots (max is closer to 40 knots for newer models), the deep-vee hull kept the ride soft, dry and flat even in a fair chop. Floating debris is a hazard but Coastal Craft has found that the forward-facing props are not as vulnerable as one might imagine. The company has designed and installed a protective Drive Guard, a small skeg that is precisely sized and sited just ahead of the props to help protect against log hits. However, the operator at the helm still needs to be attentive at speeds of 30-plus knots.

With a growing international sales and dealer network, Coastal Craft is now attracting customers from far afield. The company exhibits models at major boat shows and is always ready to show prospective customers around the factory to demonstrate their build process.

A semi-production shop, Coastal Craft offers standard model configurations but finishes each boat to the customer's particular needs. This creates a lot of interaction with customers as layouts, specs and equipment are developed or modified. The latest CAD technology makes this process much easier – and produces happy owners.

With a full order book, a growing international customer base, and a reputation for innovation and quality in yacht construction, Coastal Craft is building on its enviable success story. •

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

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

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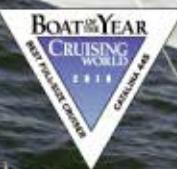
Based on a new hull design with a long waterline and moderate beam and freeboard, the 445 delivers excellent performance in a wide range of conditions. The hull form is optimized to provide the gentle, predictable motion underway, which is so appreciated in other Catalina models. The keel is lead for superior stability.

The accommodations are designed for live-aboard comfort. The owner's cabin is forward for privacy and optimum ventilation. The guest cabin is aft with a large comfortable double berth, angled for easy access and greater headroom.

To port is an innovative cabin that can easily be converted to whatever your cruising style dictates at the time – sleeping quarters, storage, or a work room with a bench.

The galley has the storage and features needed for extended cruising.

The interior is constructed of teak and teak veneers, hand finished with durable clear varnishes, highlighting the natural beauty of fine woods.



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# Is It Time to Give Your Boat's Interior a Fresh Look?

By Elizabeth A. Kerr

**WE ALL KNOW** what a fresh coat of paint can do for a room. The same holds true for the interiors of boats except instead of paint, you can introduce a new swatch of fabric that can do amazing things to a dining area, a salon and even a sleeping cabin.

Not everyone can buy a new boat, but a relatively small investment and some taste can provide a fresh new look and feel...and it's not that hard to do.

Most boats built before the 1990s offered dark-coloured wood interiors such as teak or mahogany and small windows and port holes all making the inside of boats dark and gloomy. Deck hatches were used in limited ways.

Over the last decade, special new adhesives (developed for automotive use) have enabled boat builders to incorporate larger areas of glass bonded directly to the fibreglass structure. Big

windows are even being used in hull sides, bringing in amounts of daylight that no one could have possibly imagined before the 1990s.

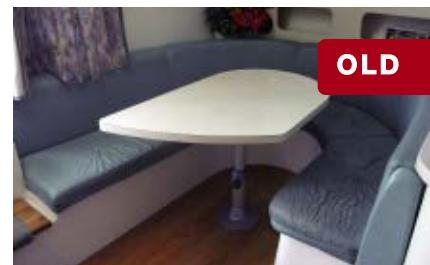
Not ready to buy that new boat yet? So why not hire a boat interior designer to help you lighten up your boat's interior and give it a fresh contemporary look through the right selection and use of fabrics.

Shelly Foord, a decorator who operates Anchors Away Custom Boat Bedding has had years of experience helping boat owners do just this. We spent some time with Shelley chatting about some of her most recent "upgrades".

Shelley told us that budgets range from as low as \$1,000 to more than \$10,000 depending on how much fabric is needed, the number of cushions, the type of materials used as well as various



This seating area needed to be updated with a replacement that was durable and long wearing. The existing foam was in excellent condition, so Anchors Away Custom Boat Bedding recovered it with a faux leather that would just wipe clean. Baseball stitching on the seams added a nice finishing touch.



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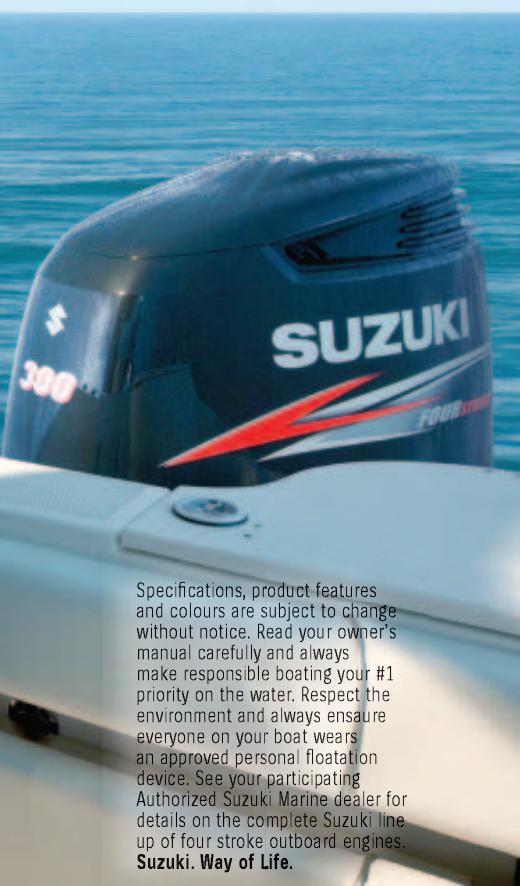
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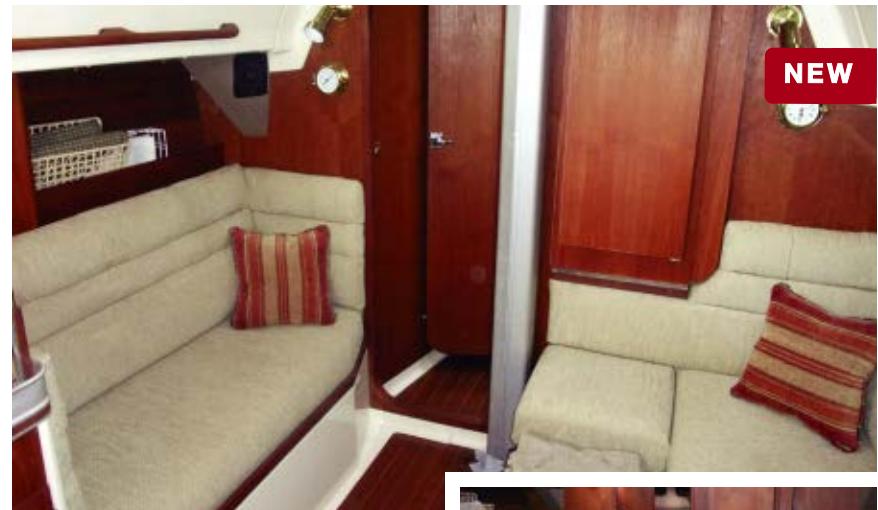


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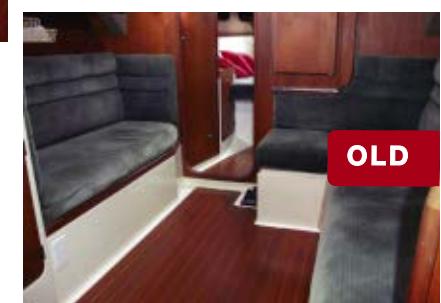
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Way of Life!



The lovely teak interior on this 1986 C&C 30 was in very nice shape but it was dark and the Hunter Green upholstery made things worse. New taupe upholstery looks more up to date and reflects light to brighten the boat. Shelley Foord added that they used a marine vinyl on the back and regular upholstery cloth on the top to reduce wear and ward off mildew. Cloth on the top gives it a nice feel.



aspects of detail and execution. Other decorators redoing boat interiors may charge more, or less, but that kind of price tag seems pretty reasonable if it updates a sound, but stinky older boat.

There is no way around it; boats live in the water and that brings in plenty of dampness. Remember, most boats remain in relatively cold water during the boating season, however in the morning when the sun hits the cabin roof, it can get quite warm inside and condensation may result. Most fabrics don't like moisture and the fabric can breakdown, the upholstery foam can be damaged, mildew can begin growing and things can get rather musty.

Cabin areas get little ventilation so it's not easy to get cooking odours out, especially grease from frying. Even engine exhaust and the presence of fuel and oil onboard can sometimes permeate upholstery, carpets and headliners.

We asked Shelley Ford what her customers were looking for.

"The main thing people want is just to generally update the look of their boat, or to transform a dark interior into one that's lighter and brighter." Shelley told us. "In fact, sometimes they want the boat to be nicer than their house!"

A boat is a special place. It's where you have great times with family and friends, where you have your special vacation and where you go to relax and

enjoy yourself. As Shelley explained, some people are willing to live with anything at home, but they want 500-thread count sheets on their boat!

Contemporary boat decor seems to focus around brighter and more neutral colours like varying shades of taupe, white and beige. Textures are appealing, patterns are less popular; main upholstered areas often employ a single colour or fabric giving a more unified, spacious appearance. For a splash of colour, Shelley recommends using accent cushions in different materials to connect the various colours onboard, giving more visual interest and coordination.

The addition of privacy curtains can quickly and easily modify how the floor plan works onboard too.

In many cases – although quite surprising to me – many foam cushions, even on older boats, are still in good condition, so the original foam can be retained, saving both money and time. (A useful trick is to apply steam to puff the foam up before recovering.)

Fabrics come in all shapes, sizes, price points and, of course, degrees of water-resistance. This means that you can set your budget for any upgrade project. Of course, you can use premium quality marine material like Sunbrella upholstery materials in the interior areas, but you can also source home-type materials that function well.



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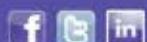
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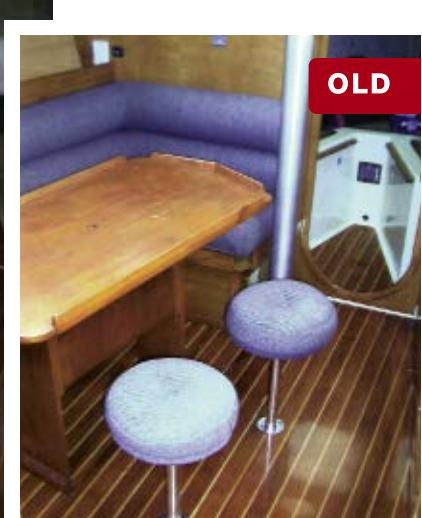
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Our client was looking for bedding for their boat. We chose a soft blue and brown fabric to coordinate with the colour scheme in the main saloon. The back of the comforter has the same chocolate fabric as the sheets which are extremely soft in 500 thread count.



For areas where food or beverages are served, Shelley recommends that those materials are 'Scotchguarded'.

Customers often ask about beds. Some of the higher-end new boats come with innerspring type mattress like the ones you have at home but, commonly, boats don't adhere to standard bed sizes and finding someone who will make you a spring mattress to a custom size is a challenge.

Instead, Shelley has added different densities of foam to achieve the firmness

or support required (underneath) to prevent sleepers from "bottoming out" on the wood the mattress is lying on as well as applying a softer top layer for greater comfort. New sheets and you have a great looking bed.

Like any project, you have to set your budget and align that with what you'd like done. Getting quotes is a great way to start. No matter the investment you are prepared to make, it could be a great upgrade to tackle this winter! •

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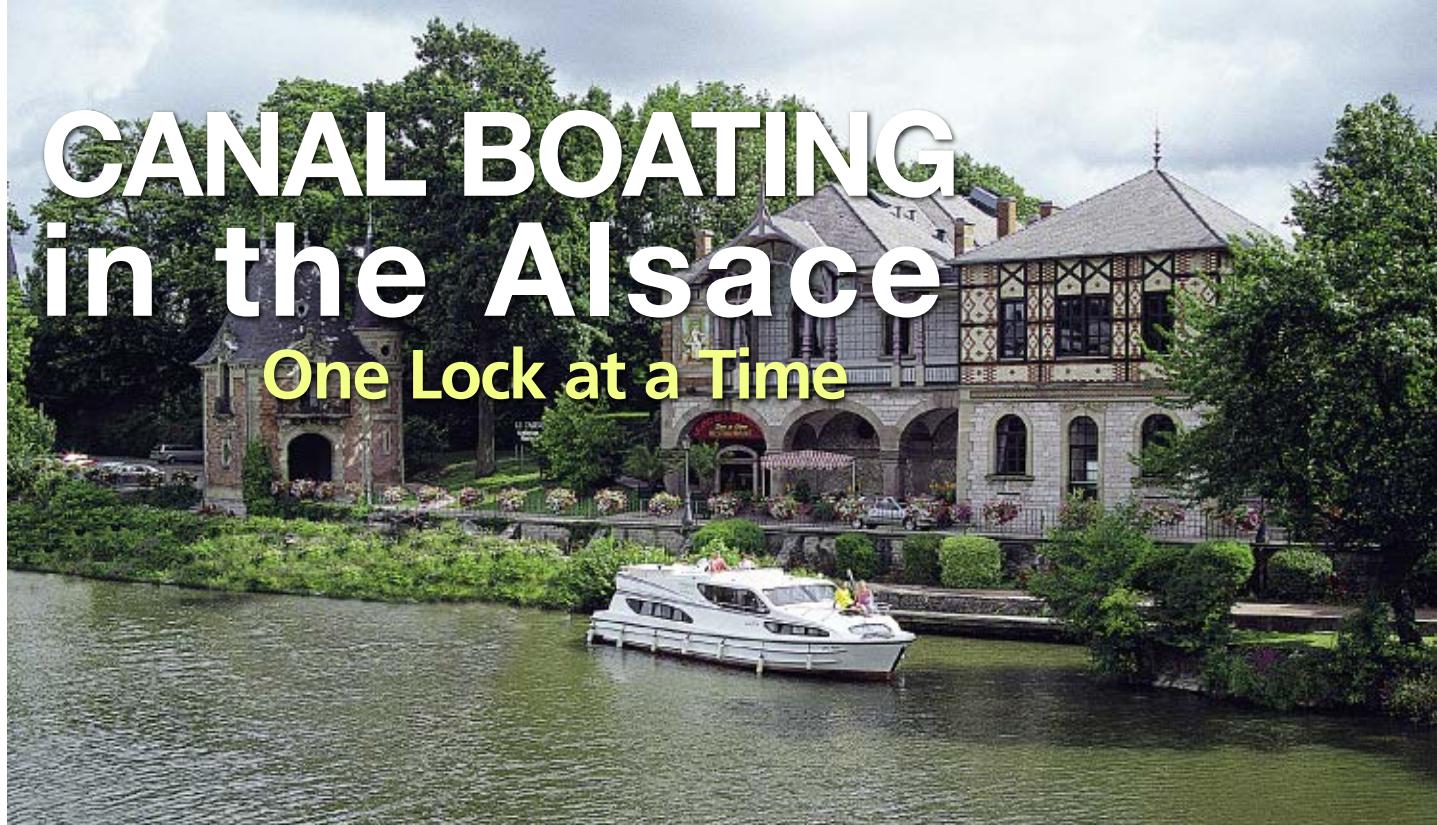
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See the new 41 Cantius, Toronto International Boat Show, Jan. 14-22, displayed by Crate Marine Sales, Booth 420.

# CANAL BOATING in the Alsace

## One Lock at a Time



Along the canals you can find beautiful estates and villas like this one that show glimpses of a life that has endured for centuries. The Alsace region has had a very unique history over the past several centuries switching back and forth between France and Germany that evolved to a very distinct feel of its own.



Enchanted islands: 32.

Photo Credit: [www.insandoutsofsvg.com](http://www.insandoutsofsvg.com)

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By Galley Guys Greg Nicoll  
and John Armstrong

**D**ear Galley Guy Andy, wish you were here! Sometimes in the life of a Galley Guy, opportunities to travel to great places just happen. However, sadly, sometimes life just gets in the way. This year, our friends at Le Boat offered the Galley Guys a canal boat to cruise through the Alsace region of France to savour the food and wines of this spectacular and lush corner of Eastern France. Unfortunately Andy's "menu card" had already been committed for this summer, so sadly we left without him. John and Greg, along with wives Linda and & Katie, cleansed our palates and headed off to France in search of new culinary adventures.

France has something like 8,000 km (5,000 miles) of navigable inland waterways – you can travel by boat across this large country from north to south, and east to west, using canals and rivers of great variety, size and scenic beauty. More

## France has something like 8,000 km (5,000 miles) of navigable inland waterways

than that, the French waterways directly connect to other European national waterways. There are another 7,000 km of those and they go right across the continent to the Baltic, Russia and Turkey to the English Channel, the Atlantic Ocean and the Mediterranean Sea.

Hesse, a tiny village in the Sarre Valley is the Le Boat base (that services trips to Nancy, Metz, Saarbrücken and our destination Boofzhiem) was our first stop. After a brief orientation on the boat and some basic guidelines, we were on our way. Many of the canals, such as the Canal de la Marne au Rhin we travelled, were once the main economic thoroughfares of Europe. Now, except for the few working barges carrying stone and gravel

to factories, the waterways are here for vacationers and cruisers seeking a peaceful and scenic route through both expansive countryside and quaint historic towns. From beginning to end, the canals are incredibly well maintained with exceptional floral and adjacent biking trails maintained by the VNF (Voies Navigables de France).

Our first misadventure was not taking the advice of the Le Boat team and stopping at the first village for provisioning. The vistas were beautiful and the air so clean we decided to push on until we realized that reaching the next available food source was going to be a challenge. The next food destination, the village of Lutzelbourg was going to be a stretch to



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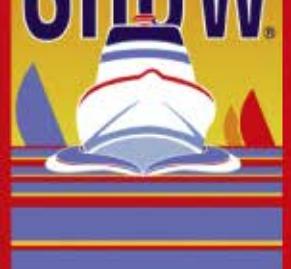
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make (before the locks closed) so we probably didn't really get to appreciate fully the Niderville Tunnel (475 metres long) and the Arzviller Tunnel (2,306 metres long) and both straight as an arrow – wonderful examples of 19th century engineering). Luckily, as both tunnels are one way only, we got green lights and were able to proceed without delay.

The next major ascent was the Inclined Slope of St-Louis-Arzviller, built in 1964-68 to replace 17 locks. It is described as a transversal inclined plane that has a vertical height of 44.55 metres. Putting it simply, you pilot your boat into a container full of water, the container closes and you and your boat descend against a counter weight of 850 tonnes using a an electric motor. In our haste to dine, it only took 25 minutes, but seemed like an eternity; before its construction, the same route would have



Galley Guy Greg manning the lines on the fore-deck in the ecluses, next time I might bring a pair of work gloves to handle the lines and climb the ladders.

The Canal de la Marne au Rhin in many places is as straight as une flèche (arrow) and sometimes very curvy; this stretch was made for easy cruising and an afternoon sampling of Pinot Blanc.

taken over eight hours. After three more locks (ecluses en Francais), we made it to Lutzelbourg just in time. We were welcomed as the Hôtel Des Vosges was about to close and had to choose from a well-depleted menu. However, our first Alsatian treat was a hearty venison stew served with pitchers of the local Pinot Blanc.

Somebody forgot to take notes in our famished state.

Bicycles are a must for a canal trip. Our first ride took us to the local patisserie for great café and baguettes plus our first opportunity to see what appeared to be everybody in town as they made their

way to the same counter. Our second ride was interrupted by a woman standing in a garden yelling, "salade, salade". For those who may be concerned about not knowing how to speak French, it has been several decades since I had a French teacher scowl at me for abusing this beautiful language, but it amazed me how many words jumped into my speech and how conversant I was. Apologies to French speakers everywhere. With bags of berries, herbs, vegetables and, of course, 'salade', we headed back to the boat determined to eat healthily during this trip, this according to the female contingent of our team.



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The charming little wine village – Village of Eguisheim – in the heart of the Alsace region was one of our side trips. This picturesque town is very typical of the small winding streets and the centuries of building and in-filling that give these towns such an inviting character. For some travellers Eguisheim may look too close to postcard perfect, but for most it is was a beautiful step back in time.

Another “must-have” on our boat was an optional barbecue. The local boucherie displayed a wide selection of local sausages, and being a region that has gone from French to German and back French we felt that an Alsatian meal with local Sürkrüt would make for a great meal. Alsatian Sürkrüt is different from German sauerkraut as it is fermented in salt water and often cooked with a Riesling wine to achieve a more subtle taste. What is it really like dining al fresco in a tiny French town nestled in a stunningly beautiful valley on the upper deck of a Le Boat? Simply amazing!

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The Galley Guys John Armstrong and Greg Nicoll toasting our missing Galley Guy Andy on the last night of our adventure on the upper deck of our Le Boat. The local pates and cheese were so delicious and so inexpensive that we could have spent a month just sampling (and finding the right wines to complement) these wonderful foods.

The “ecluses” don’t open until 9:00 o’clock on Sunday mornings, so we started out in comfortable time en route to the town of Saverne. Usually two boats travelling in the same direction team up to go through the locks. We were fortunate enough to be paired up with an experienced couple who showed us the “ropes”.

festivals and an open air market. Meeting fellow ‘canal’ travellers is always great fun. Here, in Saverne, we met Angus and Pam Eaton, two Brits that gave up sailing to spend summers plying the canals all over Europe.

Experience is a wonderful teacher. Our new friends gladly passed on hints and suggestions that would make our canal experience even more enjoyable. Small world, their daughter teaches skiing at Blue Mountain in Ontario, just down the street from where we ski.

Fast forward: After returning home, I headed to the Chicago Yacht Club to cover the 103th Race to Mackinac. During one of the many swish events held during the week, I had the pleasure of interviewing Stephaneé Baschiera, President of Veuve Clicquot – the famous French Champagne and the presenting sponsor of the race. During our conversation, I mentioned my recent visit to the Alsace and how much I enjoyed its fine food and wines. During our chat, the town of Saverne came up. Stephaneé asked if we dined at the Taverne-Katz. “Absolutely”, I responded. We both nodded to each other knowing that we’d both had the same incredible dining experience.

The Taverne-Katz was built in 1605

## After navigating through eight locks, we found a good dock centrally located in the town of Saverne.

The locks are semi-automatic. You follow the green/red lighting sequence and enter the locks. Once secure, you lift the pole that runs down the side of the lock and as you head downstream the rear gate closes, the water drops and when the level reaches the new level, the forward gate opens. Easy! We had one helmsman and two rope handlers, but our lock buddies easily maneuvered their way with only two aboard.

After navigating through eight locks, we found a good dock centrally located in the town of Saverne. Known as the City of Roses, the town was ‘a buzz’ with street

from carved timbers and instantly transposes you into a sense of tradition, craftsmanship and elegance. I heartily recommend the lamb shank. John’s pick: the crème brûlé.

Saverne had a great Co-op store on the main street, great for stocking up for the next leg of our adventure,

The canals charge fees to use them but docking on the canals are open to all and every boat is equipped with large spike poles and a mallet. Halfway to Strasbourg, we pulled over in a small village called Vendenheim and hammered in for the night. Again we ate and drank

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Katie looking up the Inclined Slope of St-Louis-Arzviller built in 1964-68; This is quite an marvellous feat of engineering replacing 17 locks and dropping of 44.55 metres.

al fresco under the Grande Ourse (Big Dipper). Choosing wine is difficult in France as there are so many types of wine and so many wineries to choose from. Furthermore, none of the labels were familiar. We went by type and price. We were neither disappointed nor ever ran short.

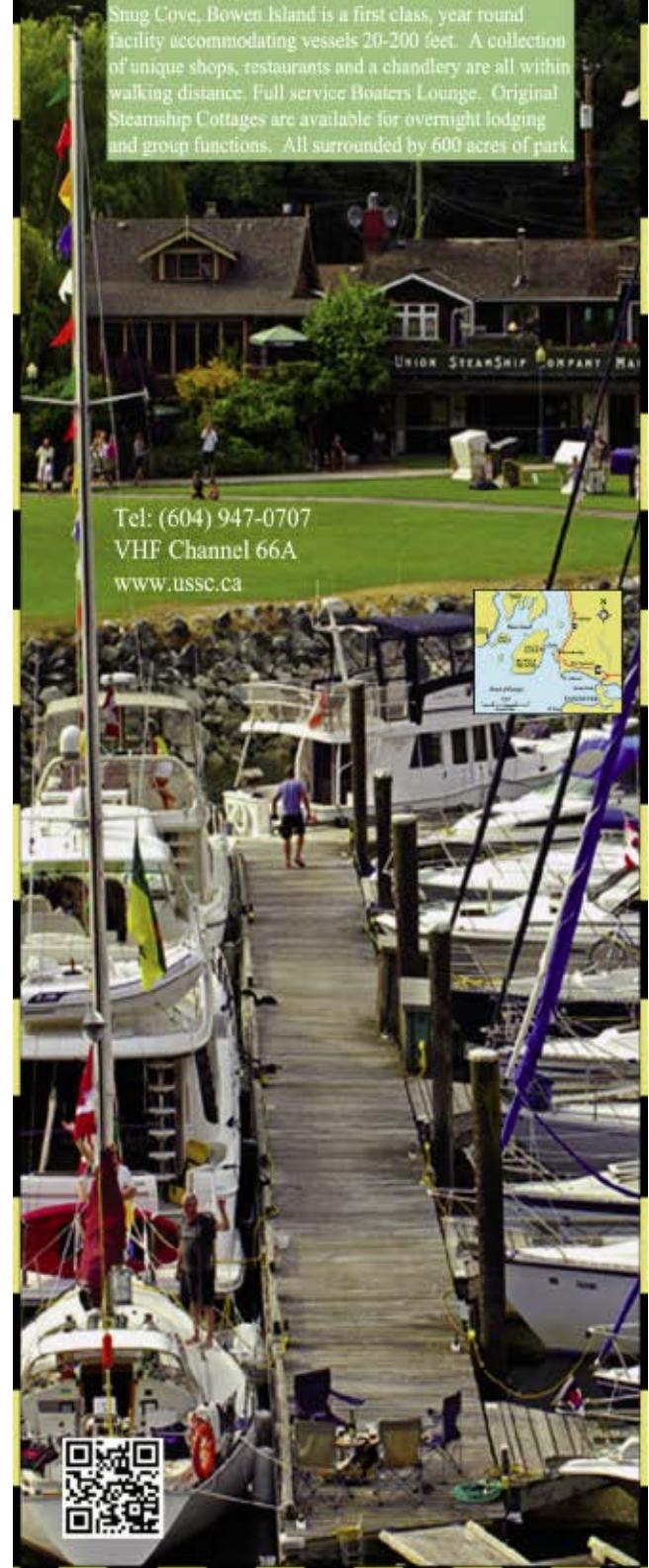
Strasbourg is stunning! The seventh largest French city, where Roman legions once camped, home of the incredible Cathedral Notre Dame, a UNESCO World Heritage site, headquarters for the European Parliament, flower boxes in every window, museums everywhere, art galleries galore, incredible restaurants, international shopping, history and more history and the best, we docked our Le Boat right in the centre of the city. The city is both walk- and bicycle-friendly. Days can be spent appreciating everything from early morning coffee on street malls to great evening meals on promenades waiting for the spectacular light show of the Cathedral. (Plan more time than we did to savour this beautiful city.)

Our Galley Guy wine buddy, Eddie Sokoloff, helped orchestrate our next adventure, a trip to the Willm Winery in the most charming village in the heart of the Alsace wine region, Eguisheim. After taking the train to Colmar and a limo to the village, we were met for a special tour and wine tasting session with Willm brand manager, Timothee Boltz. Apparently, Canada is a very large market for Willm and represents 25% of its international sales, with Riesling, Pinot Gris and Pinot Blanc – my personal favourite – topping the list.

The Le Boat canal trip is truly a cultural, culinary and nautical adventure. The French people could not have been more friendly; everybody we saw on our voyage of 104 kilometres and 47 recluses (locks) either passing by, riding bicycles on the trails, having early morning walks or working in their fields, all smiled, waved or nodded to us. The wine and the food experiences were incredible. Life on the canal is slow and thoughtful. Not an ocean, not a lake and not a river, canal life has its own heart beat and whether you spend a week (not enough) or a season, your internal clock slows down and you just go with the flow. •

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# A Cruising Boat for the next Generation

By Bill Springer

**I HAD A FEELING** that the Marc Lombard-designed Jeanneau Sun Odyssey 379 would be fun to sail even before I took one out in 20-25 knots of breeze. That's because I'd sailed the first of the similarly re-designed Sun Odysseys—the 409—last year, and it wasn't hard to imagine the folks at Jeanneau serving up all the performance and comfort of the 409 in a slightly smaller, 37-foot package. But nothing I'd experienced on the 409 could have prepared me for the sheer joy of sailing the 379 in a stiff wind. And my positive sailing experience was even more remarkable because the model we tested was equipped with the shoal draft wing keel that only draws 4' 11".

How is a "joyful" upwind sailing experience in over 20 knots of breeze on a shoal draft boat possible you ask? Simple. The 379 I was testing was equipped with twin rudders (along with twin wheels) and a well-designed keel. We also tucked in the first reef and took in a couple turns on the headsail. The

wind was whipping, and boat has a pretty steep heel in the puffs, but the helm was always light and refreshingly balanced thanks to the leeward rudder that's always deep and perfectly positioned to provide positive control. There was no fighting to keep the boat from rounding up and there was just the perfect amount of weather helm. I'm sure the boat's hard chine aft also contributed to its superior control at bigger heel angles in the puffs. I'm also pretty sure that the deeper-keel, single-rudder option will probably produce slightly better tacking angles, and be slightly quicker due to less wetted surface, but I'm sold on the magic of twin rudders.

All other sailing performance metrics seem a bit mundane in light of the 379's stellar upwind performance. We accelerated up to 7.5 knots and then hovered close to that speed on all points of sail.

Even the salon offers additional storage in a built-in cabinet.

## SPECIFICATIONS

LOA	37'/11.34 m
LWL	34'/10.4 m
Beam	12' 4"/3.76 m
Standard Draft	5'/1.5 m
Displacement	14,771 lb./6714 l
Standard Ballast	4,495 lb./2,039 kg
Sail Area	753 ft.2/70 m2
Fuel	34 gal./130 l
Water	53 gal./200 l
Waste (Gal)	19 gal./72 l
Engine	29 HP Yanmar (Sail Drive)
Designer	Marc Lombard/Jeanneau Design
Base Price	\$181,075 US



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The guest cabins aft have larger rectangular berths but more limited ventilation.



The single head has all the essentials, including a separate shower stall.

Visibility was excellent from the dual helm stations. The cockpit table provided excellent brace points for the crew and well-positioned, moulded-in wedges behind each wheel provide excellent footing for the helmsman, even at steep heel angles.

Singlehanders and Wednesday night racers will like the German mainsheet system that makes it easy to trim the main from either side of the cockpit, and the jib sheets that lead back through stoppers to winches adjacent the helm stations. But, as with all boats set up with the main sheet and a jib sheet often needing the same winch (or for one sheet to be locked off in a stopper – not ideal if you need to ease quickly in an emergency), tacking and gybing can require some planning. Shifting sheets on the winches when we needed to do a controlled gybe in the 20-knot breeze was doable, but it would have been easier if the mainsheet had simply been routed to a cabin top winch.

Otherwise, the deck lay out worked beautifully. I liked the wide cockpit,

comfortable seats, and the large retractable swim platform. When it's open, the swim platform significantly increases the cockpit deck space making it super easy to board the boat from the stern while providing a wonderful sense of security in the cockpit when it's closed. It also has a clever purchase system hidden under the port helm seat.

Good-sized lockers under the cockpit and helm seats will swallow fenders, dock lines, and other gear. The chart plotter rotates to be easily visible from either helm station and the other instrument read outs are right where you want them by the helms. I also appreciated the double bow roller, windlass, and deep anchor locker. But most boats deliver those essentials. In my opinion, what distinguishes the 379 (along with its excellent sailing performance) is the fact that the chines, the hull ports, the narrow, tinted windows in the coach roof, the wide stern, plumb bow, and even the synthetic, maintenance-free, teak toe rail (that I honestly thought was real) all work in harmony to produce a truly attractive boat with clean modern lines.

The boat's clean, modern aesthetic is logically carried down into the accommodation plan. The main salon features a large settee, a good-sized head, and an L-shaped galley at the foot of the companionway stairs. The light-coloured varnished woodwork and white headliner help the space feel warm and open, while a single opening hatch and two small opening ports provide ventilation. The long, straight settee seats can double as functional sea berths and the aft-facing chart table is big enough to handle a chart kit. Well-placed hand holds in the headliner and along the coachroof provide security when you need to move around while under way. The galley has plenty of counter space and copious stowage and the single head has all the essentials, including a separate shower stall.

If it was easy to forget we were on a 37-footer in the main salon, it becomes more apparent in the sleeping cabins. The forward cabin has a V-shaped berth and limited standing room that forward cabins on most sub-40 footers usually have. That said, it's a perfectly comfortable cabin for two. There's good lighting, plenty of stowage, and decent ventilation thanks to an opening hatch. The guest cabins aft have larger rectangular berths but more limited ventilation.

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The main salon features a large settee, a good-sized head, and an L-shaped galley at the foot of the companionway stairs.

The galley has plenty of counter space and copious storage .

We had so much fun sailing, I almost forgot to record the engine data. But I can report that the standard 29 HP Yanmar performed well. We were able to get up to 6.5 knots of boat speed powering into the stiff breeze at full throttle (3,500 RPM); speed was about 5.5 knots at 2,700 RPM. Engine noise was obviously noticeable in the main salon, but not absurdly so. It was a bit tricky backing into the slip in the stiff cross breeze, but the boat behaved beautifully in close quarters.

Lots of boats call themselves good looking and rewarding to sail. And lots of boats are designed to be comfortable at sea and in port. And still more boats try to do all these things in less than 40 feet of LOA. But after my test in over 20 knots of breeze, I can honestly say that the Jeanneau Sun Odyssey 379 comes closer to accomplishing all these goals than most. It was a blast to sail. It was easy to sail. It was comfortable to sail. Its accommodations plan was spacious and stylish. And to my mind, Jeanneau is helping define what a modern cruising boat should be. What more could you want? •



Bill Springer has sailed extensively over the world, and researched, tested, and written about everything from Anchors to ZinCs. He's also a veteran boat tester who's sailed nearly every new boat model that's been launched since 1995.

34  
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# Big Navigation Features Migrating to Smaller Systems

By Andy Adams

**IN THE PAST THREE** months, the marine electronics industry has announced several new products that clearly show how big-boat navigation features are migrating down to smaller systems. While these new systems are physically smaller and come with smaller price tags too, they still deliver big performance.

You can benefit in several ways. First, the overall prices are down given the performance levels, so you can afford more capabilities for your boat, large or small. For big boat owners, many of these new systems network together, so you can run a secondary screen down to your dinette area for example, where others onboard can monitor your course and other information. You don't need to be on the helm to see what's going on.

For express cruisers, fishing boats and cuddy cabins where dashboard "real estate" is at a premium, these new systems can bring high-end performance to your helm and you can now use these systems even when you are travelling at high speed.

Fast boats can make it hard to see the screen and harder still to use the controls. FLIR Raymarine has a fabulous new product called the Raymarine E7 Hybrid Touch. It won an Innovation Award at IBEX 2011, the International Boatbuilders Exhibition held in October.

At approximately \$1,800, the E7 has built-in GPS, an embedded digital sounder as well as Navionics charts for the U.S. built in; Canadian charts are available on a micro SD card. All you have to do is buy the transducers and you have a navigation system with GPS and depth sounder.

From here, you can enhance the E7's capabilities by adding a radar system, a FLIR thermal imaging camera for night vision and on top of that, you can network this too.

The E7 has a dual core processor and dedicated graphics – three processors in



The new Raymarine E7 Hybrid Touch includes Bluetooth wireless connectivity to a steering wheel control that lets you keep both hands on the wheel while controlling navigation as well as other functions.

all. This results in superfast redraw. There is a zoom rotary dial and the image can draw as fast as you can turn the dial. Or, like your iPad, you can zoom with your fingers, so do whatever is easiest.

The E7 has two different wireless protocols and you can link an iPad or an iPhone and actually see your fishfinder

on either display!

Several other manufacturers have new systems that offer similar features, but the one that 'wowed' me at IBEX was the Bluetooth-connected remote that attaches to your steering wheel. So, this has no wires. It fastens on the inside of the wheel rim, and has a button to zoom, to add waypoints and even to

change 'apps'. You can scroll and use the device without ever taking your hands off the steering wheel. That will make it much easier to navigate underway – a great improvement!

The latest from Garmin is their GPSMAP® 700 series of chartplotters. With their extra-wide panoramic displays, these new systems start even lower at around \$1,500 and they bring fully menu-driven touchscreen control and radar interface to this compact chartplotter. The GPSMAP® 700 is a standalone device, so it does not offer support for the Garmin Marine Network, but it does features a seven-inch WVGA colour display and built-in high-sensitivity GPS receivers. This screen delivers extreme brightness for daytime readability and can adjust down to super low-level dimming for optimum night vision.

Although it's a standalone device, it has full NMEA 2000 connectivity to display engine data, fuel, wind, autopilot and other data monitoring. Plus, the GPSMAP® 700 includes a standard radar port that lets you connect any Garmin GMR series marine radar for target scanning on your chartplotter.

Other important features are that these are the first touchscreen chartplotters from Garmin to offer a full complement of sailing-specific wind gauges.

Like most other manufacturer's systems in the market segment, you can also get XM or Sirius weather, lots of digital radio channels and fast, easy zooming and waypoint addition.

Arriving in stores this January is the latest from Lowrance – its HDS® Gen2 High Definition System. The all-new HDS Gen2 provides faster processing speed and StructureMap™ view which is a powerful tool that allows users to overlay and save StructureScan® sonar images on a chart for review on and off the water.

Typical of the advances we are seeing in the marketplace, the new Lowrance HDS Gen2 displays feature double the memory and twice the processor speed of first-generation HDS models. The big benefit is faster start-up and menu operation with lightning-fast chart panning and zooming speeds. When paired with the LSS-1 StructureScan Sonar Imaging module, users can activate the StructureMap overlay and scan images directly on a chart in real-time, or create StructureMap charts of favourite boat-



Fishing enthusiasts will love the new Lowrance HDS Gen2 system that offers its highly regarded StructureScan® sonar images. These can be saved on a chart for review on and off the water.



Garmin's GPSMAP 740 also features an internal, high-sensitivity GPS receiver for superior satellite tracking and quicker acquisition times.

ing, fishing and diving areas.

This year, spend some time at the boat shows to learn more about the simply mind-boggling range of capabilities that these new systems offer. Onboard system networking, NMEA 2000 compatibility, wireless connection to other devices like iPads and smart phones, as well as faster processing speeds and brighter displays are just the

start. There is NMEA 2000 engine monitoring and AIS as well as a variety of alarm functions.

You can find the equipment that is best suited to your needs, whether that's sailing, running a fast centre console fishing boat, or spreading total boat information to lower helms and cabin areas. This winter there's something new for every interest. •



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# Have More Fun Next Summer With Greater Knowledge

By Andy Adams

**EVEN IF YOU** were born on board a boat, there's probably more knowledge and skills you could gain to help you have more fun next summer. Whatever your interest might be, whether you are a novice hoping to get started or you're already an expert, there are many learning resources available.

At Canadian Yachting magazine, one of our most important partnerships is with the Canadian Power and Sail Squadrons (CPS). If you're new to boating and don't know about CPS, they are a national organization, operating in both official languages and they are all about boating knowledge.

There are CPS Power Squadrons in every area of Canada and they all offer courses and education, much of it available in classroom settings during the winter. CPS instructors are volunteers from the individual squadrons but they are delivering outstanding and professionally created training materials supplied through the head office and the quality levels are maintained to the highest standards.

I've taken courses from different squadrons, each delivered by volunteer instructors and yet, the quality of instruction itself was very impressive.

CPS offer courses from introductory level to very advanced. You can start with courses like The Boating Course or take the Pleasure Craft Operator Card (PCOC) course; no prior knowledge is needed. For children and grandchildren, CPS also has the PCOC for Youth course designed for ages 8-12.

At more advanced levels is the Seamanship (Formerly Piloting) course that focuses on navigation and the skills needed to cope with a variety of hazards. That can lead to the Advanced Piloting



CPS offers classroom courses at locations across Canada that help recreational boaters improve their boating safety knowledge, as well as vessel handling and navigation skills.

course for short duration trips out of sight of land or other courses of study in offshore (open coast) navigation, plus specific electronics courses in the use of GPS, Electronic Charting and RADAR for Pleasure Craft.

CPS also offers the Maritime Radio Course, ROC (M) and more.

The Canadian Yachting Association (CYA), proudly supported by Canadian Yachting magazine, also offers a wide range of courses

CYA focuses on on-the-water instruc-

tion for many of its courses generally available through either yacht clubs or sailing school across Canada.

CYA also trains and fields Canada's Olympic sailors, the Canadian Sailing Team.

Many of the CYA courses are geared to bring people into boating and its Learn To Sail, Learn To Cruise, Learn To Windsurf and Learn To Power courses are all very popular.

CYA also has navigation courses, PCOC courses and a radio operator cer-

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tificate course.

For more experienced and advanced racers and cruisers, there is the Offshore Personal Survivor course as well as many courses in Coaching, Instruction and Race officiating.

If you prefer to learn at your own pace and in the privacy of your own home, there are privately developed learning resources available. 'Powerboat Docking' offered through Boating With Dawsons will be of interest. Doug Dawson and his wife Brenda come from a family of lifelong boaters with a marina history dating back to 1842. The Dawsons have driven and sailed almost every imaginable kind of boat and have developed techniques for handling and docking all sizes of boats with all drive systems.

CYA focuses on on-the-water instruction for many of its courses generally available through either yacht clubs or sailing school across Canada.

As a reader service, Canadian Yachting magazine has further information on the Dawsons' own "written from scratch" e-Lessons.

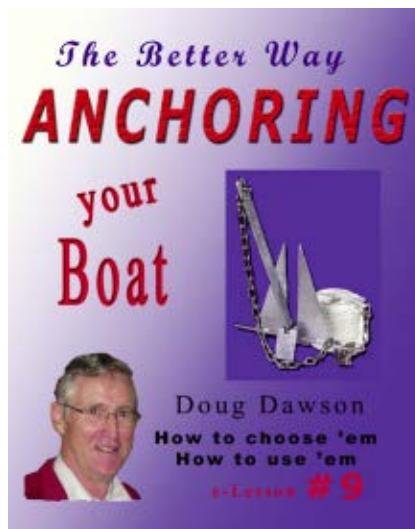
Want to see someone really doing it?

'Informed Boater' is a web-based boating video service offering single-topic videos on all aspects of boating. Topics include: Boat Handling (power - inboard and outboard and sail), Boating Knowledge and Skills (what equipment to have and how to use it) as well as Boat and Equipment Maintenance.

Again, as a reader service, Canadian Yachting magazine has further information on the Informed Boater series at [www.canadianyachting.ca](http://www.canadianyachting.ca)

Many of the learning resources and courses mentioned in this article are quite affordable and some, like the Informed Boater videos are as little as \$9.95.

This winter, while you are day-dreaming about boating next summer anyway, put the time to good use and take a course, read an e-Lesson or watch a video! •



Anchoring Your Boat, an e-lesson offered by Boating with Dawsons.

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## Beneteau Swift 52 Your Personal Ship

**THE BENETEAU SWIFT 52** feels more like your own personal ship than a boat. It's very high, wide and looks solid from every angle.

Approaching from the stern, you step onto a big swim platform, through a real transom door designed to hold out the sea; you walk over real teak trim everywhere. The aft deck is protected by the bridge overhang with a nice port side seat. A glass cabin bulkhead gives a view astern.

Like a ship, covered side decks let you walk forward like you're going up a sidewalk. It even has a forward cowling ahead of the cabin the way many ships do and there's a door forward out to the

deck where you see a deck seat, bow pulpit, massive windlass and anchor.

Up top, the flying bridge has deck space for davits and a fair sized dinghy. The upper helm has a commanding view and L-shaped seating will accommodate a big group. The flying bridge is accessed up a ladder from the cockpit but it is also accessible from the lower helm position in the wheelhouse! Very cool...weather protection, the comfort of climate control, a great helm seat and a wonderful view forward for both the captain and at the companion seat where there's a lovely chart table as well. From the wheelhouse, there are port and starboard exits out to the catwalks.

On the lower deck is a full beam, midships master stateroom lit by huge port and starboard hull side portholes. There's a head en suite and a second head for the forward stateroom and the quarter berth that has two singles.

By now, you must have guessed that this is one big 52-footer! Actually, LOA is 55' 9" and more significantly, the beam is 16' 1" and it's 20' high.

No wonder there is space for a fabulous salon with a dinette for six+ people and the beige ultra leather seating is uncluttered and adds to the feeling of spaciousness. There's great headroom throughout and a simply fabulous galley with a home-sized Vitrifrigo refrigerator, dishwasher, Cuisinart microwave, compost container, twin sinks and even a window in front of the sink. Gorgeous, glossy finished cabinetry graces the interior.

This is a trawler but it is a classic semi-displacement hull design with your choice of twin Cummins or Volvo diesels for a respectable turn of speed with an elegant ride. •



The spacious salon features high-gloss wood trim and neutral decor with generous glass on the cabin sides and the aft bulkhead. The impressive galley is in the background.

LOA	55' 9"/17 m
Beam	16' 1"/4.9 m
Weight	40,080 lb./20,000 kg
Engines	Twin Cummins QSC 600 HP

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



# Chaparral 420 Premiere Fresh Thinking for Chaparral's Flagship

**WITH A CENTRELINE** length of 42 feet, Volvo Penta IPS drives as the standard power and joystick docking. Chaparral's 420 Premier model is both its flagship and a great example of some fresh thinking. For example, taking a page from recent wake sport boat design ideas, Chaparral has given the 420 a bit of "pickle fork" styling to the bow. It's subtle, but what it does is increase the beam in the forward master stateroom quite significantly. In combination with an innovative queen-sized island berth that electrically folds partly out of the way during the day, this is a surprisingly spacious master stateroom.

The main head is separated; the head compartment and sink is to port and to starboard is a private shower stall. This eases the traffic flow in the mornings. With the master berth folded down, there's plenty of floor space for that traffic too. That's appreciated when cruising and using the head. There's a full second head in the aft stateroom, making this perfect for two couples, a family or guests.

Other key features include the option of stylish stainless-steel countertops in the galley; the dinette in the salon has a high/low table and filler cushions to be either a spacious double berth or a comfortable spot to stretch out and watch the big flat screen TV.

Topsides, let's start with the swim platform and optional hydraulic lift, aft-facing rear seat, transom gate and a spacious cockpit to make outdoor living a pleasure. The cockpit flows into the bridge area and the sunny disposition of this boat is enhanced by cabin roof hatches and a sliding sunroof.

Chaparral has included large hull side port lights, to bring more light into the cabin too. The helm area is especially impressive with available teak flooring and handsome saddle-coloured helm seats for the captain and mate, each with lumbar support and a wide range of adjustments.

Adding to the comfort in the bridge deck and cockpit area is reverse cycle heating and air-conditioning. As you would expect, there's an elegant refreshment area that includes an electric lift flat screen television, available electric grill, solid surface countertops and stainless steel refrigerator. Dining and entertaining is a specialty for Chaparral's 420 Premier. The main galley includes stainless-steel appliances including a large size refrigerator and finished microwave



Notice how the dinette is not just a bench but a big booth that can convert to another double berth or a great TV viewing area.5

as well as cabinetry that provides plenty of storage.

Overall, the 420 is a handsome big express cruiser with IPS pod drive performance and joystick docking. •

Length	42'/12.80 m
Beam	13' 4"/4.06 m
Weight	23,700 lb./10,750 kg
Engines	Twin Volvo Diesel L 500 Diesel IPS 370 HP

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



CY'S TOP 5 POWER PICKS FOR 2012

# Jeanneau NC11 40-Foot Features in a Eurostyle 36



**DESIGNED BY** Garroni and Premorel Concept, the NC11 is a totally new take on space and life aboard. Taking the 'clean sheet of paper' approach to the very popular express cruiser style, the design team has delivered the kind of features you'd expect to see in a 40-footer in the 36-foot stern drive-equipped Jeanneau NC11.

Twin Volvo Penta 200 HP diesel sterndrives concentrate the engines well aft, leaving maximum interior space for the designers to work with. Where many new boats have both the main galley down and a fairly elaborate cockpit refreshment centre, Jeanneau gained a tremendous amount of lower cabin space by placing a single galley on the cockpit/bridge deck level. This delivers the layout many buyers are seeking with one continuous living space from the swim platform to the dashboard.

The convertible dinette that you would normally find below in the salon has been relocated to the upper level, opposite the galley unit, which in turn,

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## CY'S TOP 5 POWER PICKS FOR 2012



What makes the Jeanneau NC 11 both unique and unexpectedly spacious is that the designers have brought the galley up where a refreshment area might otherwise be, leaving more cabin space below.

is behind the raised helm. The dinette has seating for six and it can convert into a double berth, plus the seat backs can convert this from the dinette to being the companion seat; it's a multifunctional area.

A very popular feature these days and one that is found on the NC11 is a sliding glass bulkhead enclosing the cabin without any canvas. Sunlight and fresh air are readily available by opening the bulkhead door, sliding back the very large glass sunroof and through the port side door that opens to the side decks. An attractive feature is the huge windshield that is all one sheet of glass – no window frames to interfere with your vision. Large areas of side glass further enhance the sunlight in the cabin.

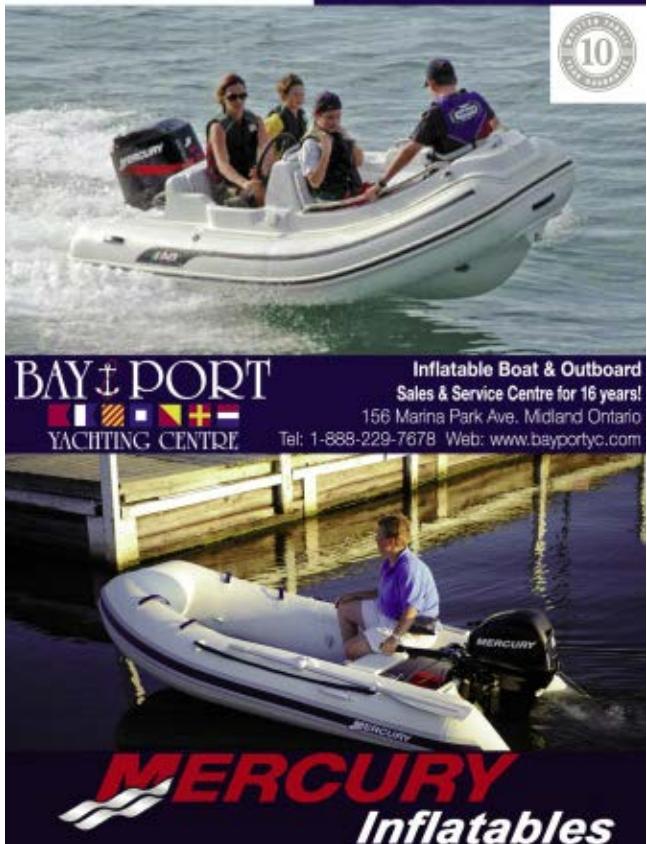
Down below, the layout changes enabled Jeanneau to make room for a remarkably spacious master suite in the bow. This has a hanging locker and a shaped queen berth. Adding to the accommodations is a starboard side cabin with two single berths. This will be ideal for friends or kids.

Europeans really use their side decks and the topsides areas can be safely accessed even underway via the wide side decks which can be finished in teak strip decking.

Overall, very clean lines outside and uncluttered styling in the interior make the NC11 both attractive and highly functional. •

Length	36'/10.85 m
Beam	12'/3.73 m
Weight	12,980 lb./5,900 kg.
Engines	Twin Volvo Penta D3 200 HP Diesel Sterndrives

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CY'S TOP 5 POWER PICKS FOR 2012

## Sea Ray 410 Quintessential Sea Ray Features and Styling



The cockpit refreshment area and comfortable seating on this open hardtop version make the most of sunny, mild weather. A fully enclosed version is available.



There's a lot of boat action in the 40-foot class in today's new boat market and the all new for 2012 Sea Ray 410

Sundancer was designed to be a market leader. We chose the 410 Sundancer partly because it was a brand new model from the industry's largest builder but also because this has the unique feature of allowing owners to choose from three different exterior designs: a standard sport spoiler model with canvas; optional open hardtop; or, an optional enclosed hardtop with electric front vents and available sunroof. While many new boats feature a fully enclosed hardtop with a sunroof, not everybody wants this. Sea Ray has made sure you can have it your way by offering these three variations.

Sea Ray's new 410 Sundancer has a long list great features including an L-shaped wet bar in the cockpit that includes an optional barbecue grill, refrigerator in lieu of the standard ice-maker and removable 22-inch TV with remote DVD. The cockpit also features wraparound lounge seating that can host a crowd and backrests that pivot to create several seating configurations including extending the length of the aft sun pad. Sea Ray calls this its "sun gate".

The express cruiser styling of the Sundancer series is well established; in fact, it established the market! Today, this is the hottest market segment and new boats have to have great features to stay ahead of the crowd. Making sure

the 410 Sundancer has the performance to go with the looks, there are standard 425 HP Cummins MerCruiser diesel V-drives but you can also opt for the Zeus pod drive system that includes joystick docking. It's smart that Sea Ray offers both the latest and greatest pods and also the "old school" choices of V-drives with rudders.

A lot of effort has been made to ensure that the cabin areas are bright and filled with daylight. There's an elegant dinette in the salon with what they call a satin table that cleverly folds away when not in use and you can convert the entire area to a double berth with a privacy curtain. Alternatively, for the owner who has kids or frequent guests, Sea Ray offers the option of ordering this area as a private stateroom in place of the dinette. This option includes twin bunks and a pocket door. The boat also features two full head compartments with showers, air-conditioning and much more! •

---

Length	41'6" / 12.65 m
Beam	13' / 3.96 m
Weight (inboard engines)	23,724 lbs / 10,761 kg
Engines	Twin 425 HP Cummins MerCruiser Diesel
	Zeus Pod Drives (Optional)

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



## Navigating Insurance

### Safe Storage

When you store your boat for the winter, your insurance should continue to provide full coverage. Weather patterns are worsening; seasons are changing. Your protection should be more than an engine flush, a covering and a kiss.

Many insurance companies provide detailed restrictions that limit your boating season and require storage within a specified period of time. **Chubb Insurance's Masterpiece Watercraft** policy allows boaters flexibility to continue operating their vessels year-round without imposing storage restrictions.

Unlike many insurance companies, Chubb's policy does not contain an ice and freezing exclusion. While clients are expected to safeguard their investments through proper dry-land storage or bubbler systems to keep ice from forming around their boat, Chubb will continue to cover ice-related damage.

"This is another example of how we go the extra mile to protect our clients," says Tanya Eyram, Assistant Vice President of Chubb. "We obviously want to ensure safe storage for our policyholders' boats, but we still provide coverage for ice or freezing damage."

Does your insurance cover your boat and equipment even when it's out of the water? Many boat owners remove valuable equipment from their watercraft in the off season and store it on land. This can include sails, rigging, cushions, furnishings or any equipment used for the boats' operation and routine maintenance. *Chubb covers this equipment up to the limits in your policy.*

"A Chubb customer does not have to worry about adequate protection for items stored on shore," notes Eyram. "Our policy is designed to fully cover our clients throughout the year, offering peace of mind and flexibility. While you may only use your boat seasonally, you own it all year."

Visit [www.yacht.controltheoutcome.ca](http://www.yacht.controltheoutcome.ca) to view a 25 item list of questions to evaluate your policy. Ask your broker for a quote from Chubb.



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# Boston Whaler 285 Conquest

## Cruise or Fish.... Almost Anywhere



**WE WERE KEEN** to profile the new Boston Whaler 285 Conquest because it is such an amazingly versatile machine. With twin 225 HP Mercury Verado four-stroke outboard engines, it is very fast, smooth and quiet, and impressively economical too. That turn of speed can get you from a marina to the fishing grounds, or from a downtown marina to the islands in record time.

The cockpit is designed for serious fishing, but port and starboard foldout seats in the cockpit sides, plus another across the transom give you plenty of seating for social times too. Toe rails, cockpit coaming bolsters, rod holders everywhere, a transom live well and a plethora of storage and rod lockers make it clear this is a fishing boat. For long days trolling, there is a great new manual sunshade that extends out over the full cockpit. Fishing or cruising; this is a great feature.

The 285 Conquest also has great side decks, bow and cabin rails and plenty of space on the hardtop to mount radar, lights and antennae. Don't forget the transom has swim platform space, a ladder and cockpit shower too.

The helm area can be fully enclosed for the northern boaters in the group and the helm has great outward visibility as well as unrestricted sightlines to the stern for fishing. The companion seat has a super-clever seat



This overall cockpit view shows the open layout that is good for fishing and also great for friends and entertaining with the three hull side seats and bridge that's open to the cockpit.

back that allows forward facing seating for travel, or rearward for fishing. There's a removable picnic table too. For west coast use, there is a diesel heat option, while in warm weather the two skylights and windshield vents for fresh air will be appreciated.

The cabin includes a convertible dinette in the vee-berth with a hi/low dining table, overhead hatch and storage. The galley area to port includes a single Kenyon stove, Contoure microwave, a 12/120 V Dometic refrigerator and a sink cover that cleverly turns into a counter extension.

Remembering that this is a 28-foot fishing boat, you might be surprised to know there's a full wet head with two hooks to hang wet gear and clothing,

lighting, mirror, opening port hole, VacuFlush head and shower too.

In addition, the Boston Whaler 285 Conquest includes a mid-cabin double berth. An impressive feature is the generator option; in this case they have a diesel or gas option to help power all the gear and accessories onboard. What a versatile boat - fish for a day, cruise for a vacation...this one does it all! •

---

LOA	27' 10" / 8.51 m
Beam	9' 6" / 2.9 m
Weight (dry no engines)	7,300 lb./3,311 kgs
Engine	Twin Mercury Verado 225 with SmartCraft

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

THE

# Port Hole



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



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Photo by: Don Butt, AP



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

**On** page 5, we have reprinted, courtesy the USPS magazine *Ensign*, some tips for engaging members, getting them involved, and, ultimately, filling the Bridge positions.

It isn't just CPS that is having problems finding enough volunteers to do the administrative work. Most volunteer-based organizations are struggling and some have ceased operation. What's the cause? Part of it is a change in the way we live. Over-stressed couples, each holding down a full-time job and both trying to keep up in an increasingly complex society, are often more willing to pay someone to do the job than to give away their last few precious free hours. There's more to do that's tempting. In a simpler time, when CPS was born, serving in some capacity with a volunteer-based organization often became the major social and recreational outlet, the prime activity that provided a source of satisfaction and, yes, a little feeling of prestige.

Those days are gone. There is nothing to be gained by casting blame. You've heard it all. "It's those young people. They should be taking over. We did it. Why can't they?" "Nobody wants to take any responsibility. Where's the sense of obligation gone?"

It isn't that easy. In our super-connected lives, many people have a tough time getting away from work. Bringing it home was once a rare occurrence. Now it's a normal part of life.

So what's the solution? How about finding out exactly what people can do, what their specific interests are, and how much time they feel they have, and parcel out the jobs accordingly?

We recently did just that at our church, after we realized that we couldn't fill all the Parish Council positions and that all our committees had one member – the chair. Complaining and casting blame wasn't going to fix the problem.

So, we developed a volunteer survey. We listed absolutely every job that needed to be done, during the service itself, around the church, and out in the community. There were no child/teen/adult categories. All the jobs were open to anyone in the congregation.

Each job came with two tick-boxes. Regular schedule, or Call when needed. The survey asked people to list the times when they were fairly consistently away. It asked whether people would like to be on a regular committee or whether they would prefer to be called for a specific job that had a time limit. There was also a box for: I currently do not have free time.

For three weeks before the survey appeared, the congregation was reminded that it was going to happen. The reminder came with a promise. There would be no railroading. It also came with an often-stated assurance that ticking off "don't have free time" was perfectly acceptable and that it would be seen as honest and realistic. We asked for

everyone's name, phone number and email address.

And then we handed out the surveys. With pens. And time to fill them out immediately. The whole process took three minutes at the most.

Amazingly and wondrously, people responded. They were very honest. We did get several back with "no time" ticked off. Now we know. People also let us know if they went south for the winter, or if they were out-of-town with family for most holiday seasons. Again, now we know. People also let us know if they worked shift work.

Amazingly and even more wondrously, we also found people, including new parishioners, who had obviously been itching to get involved and didn't know how to ask. Ticking off a box on a survey was their way in. We've already got two of them working, and the survey is only three weeks old.

The next step? Some guided brainstorming to figure out how we can do more with less and some even more important brainstorming about how not to burn out volunteers. We are hoping that, as a beginning, we can help by sticking to everyone's stated preferences. There is energy in doing a job that you want, and where you feel adequate. We can build on that.



Just after the conference, my laptop decided it was time for a complete meltdown. I'm not sure what was lost in the process. If you sent something between mid-October and early November, and have not heard from me, please re-send. I know I have lost emails, and I received emails with the attachments missing.



**Richard Bee AP, Chief Commander  
Newmarket Squadron**

**I**would like to thank the membership for the confidence you have expressed in me by electing me to the highest office in Canadian Power and Sail Squadrons. It is an honour and a privilege to serve as your Chief Commander.

When I took my boating course in 1993, CPS and the world were very different places. In 1994 only 18% of Canadians had access to the internet. The PCOC program did not exist in 1993, GPS was in its infancy, most communication was done by letter or a phone call, not by email, we didn't use power point or DVDs in the classroom and there was very little competition for our courses. A small ad in a local paper would fill the classrooms.

Many things have changed since then. By 2010 over 80% of Canadians had access to the internet. Email is common place and people expect instant communication. The PCOC program came into existence in 1999 and suddenly we had competition. GPS systems are commonplace now and most people have them on their boats. CPS did not stand idly by. As an organization we have evolved and changed to meet the challenges. We have invested in technology, we continue to update our courses to ensure that they are the best in class, we have a fresh and exciting website and a marketing presence in social media and we have striven to communicate better with our members.

While we have made a lot of progress we still have some chal-

lenges. The number of people taking our boating course has declined, membership is down and some Squadrons are struggling to find volunteers. At the National level revenues are down and this has had a financial impact on CPS.

Challenges are also opportunities. We have a new PCOC Online Course. This course will attract a different market – people who are used to taking courses online and who would not normally sign up for our classroom courses, people who are not near a Squadron or can't fit a structured classroom schedule into their lifestyle. When these people opt into CPS membership we must strive to engage them and make them part of the CPS family. We must look at opportunities to expand our online course offerings and reach out to this untapped market. To fill our classrooms we must increase our use of social media and our web presence. In our classroom courses every interaction with a student is an opportunity to gain a new member and a new volunteer.

We have a Strategic Plan in place. This document will help guide us over the next few years. Activity is underway on many of the objectives in the plan. We have appointed an Ad Hoc Committee reporting to our National Executive Officer, to review and make recommendations to improve our Organizational Effectiveness. This review will include our structure, Governing Board, Regulations and our decision making processes. I am committed to

maintaining transparency, keeping you aware of activities that are having, or will have, an impact on the organization, ensuring you are given the opportunity to provide input and feedback on major topics and providing you with the tools you need to be successful.

Change is inevitable. We must embrace change without losing sight of our history and traditions. The success of CPS does not depend on one person or a few people. It depends on all of us, at all levels working together to meet the challenges and seizing the opportunities to make CPS successful in the years ahead. 



## CANADIAN POWER & SAIL SQUADRONS

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

To the Editor:

I am writing to say a big thank-you for the editorial in WINDSHIFTS (Fall 2011 Issue) on the topic of man overboard, drowning deaths and the importance of wearing a PFD. The stories and statistics are startling enough to make me wonder why we have been so lucky but also serve as a reminder that such an event can happen to anyone. If we are on the water, no matter how big our boat or how many years we have logged as seasoned boaters, we are vulnerable to such an accident. When I read the last line "There can be no sadder words at the end of a boating accident than these: the search for the missing boater has been called off", I wept.

Man overboard for me is my worst middle-aged nightmare. My husband-captain, Charles, is 6'9" and weighs about 250 pounds. I am 5'2" and 115 pounds soaking wet. I don't care what procedure I have practised or neglected to practise, the very idea of trying to get the love of my life back on board scares the dry rot out of me.

We both read the editorial and had the same response: We will definitely purchase inflatable PFD's this Spring before getting out on the water and we will be wearing them every time we cast off from now on.

This article made us do it. Peace of mind. Thank you.

Joan McBride

Lake St. Louis Squadron

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

Having spent most of my adult life, one way or another, working in communications, I may be excused if I hope that anyone receiving emails from me will drop everything to pay attention to my message. Should I be surprised when this doesn't happen? I would expect that many of us wonder why our "really, really important" messages vanish into cyberspace and remain unanswered as long as five minutes after they are sent. When they are ignored completely, we wonder where we went wrong or why the recipient isn't paying attention.

Of course, not everyone is attentive to (or interested in) instant contact. I have a good friend from schooldays in the UK who makes a habit of mailing postcards to me whenever he travels around the country. He occasionally ventures onto his computer, but I most look forward to his postcards as his penmanship is exceptional and his humour "true Brit." It's almost as if he is present.

The recent National Conference in Halifax brought this home to me once again. My committee's work toward improving communications within our organization was recognized by the presentation of the Chief Commander's Letter of Commendation. A much-appreciated gesture, but events during the meetings made me wonder just how successful we really are at communicating with members, and particularly with officers. At two meetings where I made brief presentations to officers, a show of hands indicated that only 30% had visited the

new ePromoto site. This despite several reminders and announcements via eBlasts and Port Hole articles.

For me, this answers the questions, why would anyone travel across the country to spend 4 or 5 days in hotel meeting rooms, and are National meetings worthwhile?

Human contact; putting a face and personality to a name from the National Directory; one-on-one meetings; casual chats over coffee or something stronger. As the ads declare: "Priceless". The same applies to your Squadron bridge meetings and District councils.

Our Port Hole editor, Joan, will surely confirm this. Going into the conference she lacked feature articles for this edition. By meeting's end, she had six offered by members whom she met during the four days. I had success in adding a key committee member as well as receiving items to add to ePromoto and suggestions for improvements.

It is important that we recognize that communication, while being a two-way street, is also multi-faceted. Personal contact, electronic messaging, printed pages, web sites, social media, snailmail and telephone calls, comprise the components of "communication". If we rely purely on a single component, we may fall into the trap of believing we are reaching our audience. In your squadron, you probably have never developed a new volunteer via email. Am I correct in thinking you succeed when you talk directly to new members and simply invite them on board? Then you may send them an email – or perhaps a postcard. And recommend that they visit ePromoto. 

## Revitalize your Squadron

If problems such as not being able to fill the bridge, attract new members or retain current members are preventing your Squadron from growing, these tips, culled from a USPS Squadron Development Committee list in *The Ensign* might help.

Hold a members' meeting to discuss the problems and brainstorm ideas. Serve food for better attendance.

If filling the bridge is a problem, consider reducing the number of officers and their duties.

Look to members whose past work or family obligations have kept them from leadership roles to see if their situations have changed.

Make sure new members get to know other Squadron members.

Encourage interested and enthusiastic members. Remember: if you turn people away, they may not volunteer again.

Try to assign more than one person to help with the work of a Squadron committee.

Host parties, hold potluck dinners, schedule fun cruises, try other summer events for boaters who find cruising too expensive and for those who no longer have boats, hold monthly Friday night dinners at a variety of local restaurants with no business meetings allowed.

Remember to emphasize that belonging to the Squadron is fun and that doing things for the Squadron is fun.

—Courtesy of the USPS Ensign

# Reading the waves: Handling your boat on the open ocean

When you can read the waves, you have a better chance of navigating them safely.

At the helm, your job is to pick a path between and around steeper waves to minimize their impact on your vessel. As seas build, use steering and throttle to work around them.

## Head seas

Taking seas head on can be harmful to the boat and crew. Instead, take steep waves at a 30 to 45 degree angle off the bow. This minimizes the chances of burying the bow at the base of the next wave. By taking a path across the wave fronts, you spread out the peaks and flatten the slope the boat encounters.

If the seas are high enough, you may be forced to take them head on. When this happens, slow down as you meet the wave. Use throttle to meet and go over the top. As your bow clears the peak, throttle down so you don't accelerate down the wave's back side.

## Beam waves

Beam waves come at the side of the boat and can lead to excessive rolling or yawing depending on their size. They can also cause

you to lose control. The best method for handling a beam sea is to take the waves at a 45 degree angle, which means you may have to run a zigzag course to reach your destination.

## Following seas

Waves coming from the stern are called following seas. This situation appears more benign than heading into the waves because you are moving with the wind and riding on the smooth side, rather than the steep side, of the waves; however, if the boat goes over the wave, a steep drop could cause the bow to dig in the trough and the following wave to push the stern sideways, in turn creating a broach.

In following seas, it's best to ride on the back of a wave, moderating your speed to stay there. If you can't maintain position, let the wave break behind you and flow under the boat. Be careful if your boat has a low transom; the following wave might overtake and swamp the boat.

—courtesy USPS Compass

# Ontario's Chief Coroner releases review of drowning deaths

At the end of June, 2011, Dr. Andrew McCallum, Chief Coroner for Ontario, announced the results of the Office of the Chief Coroner's review of the drowning deaths that occurred in the months of May, June, July, August and September 2010. The purpose of this review was to identify common factors that may have played a role in the deaths and if necessary, make recommendations to prevent similar deaths.

Led by Dr. Bert Lauwers, Deputy Chief Coroner for Investigations, the Review Team examined 89 accidental drowning deaths. Highlights of the report include:

- There was a 260% increase in drowning deaths in children less than 5 years of age. 13 of the 89 (15%) deaths in this review were in children less than 5 years of age.
- Drowning is largely a male-related phenomenon. 76 of 89 (85%) deaths were male.
- 71 of 89 (80%) of the deaths occurred in persons aged less than 5 and between 15-64 years of age.
- 55 of 66 (83%) of the deaths related to swimming occurred when the air temperature was higher than 21 degrees Celsius.
- 22 of 23 (96%) of those operating power boats and unpowered boats that drowned were not wearing life jackets or personal flotation devices.

- Alcohol was a contributing factor in 39 of 58 (67%) of the drowning deaths between 15-64 years of age. Overall, 39 of 89 (44%) of drowning deaths were alcohol related. In 2010, for those in whom the swimming status was known, 24 of 60 (40%) were non-swimmers.
- 20 of 59 (34%) of the drowning victims for whom their heritage was known were not born in Canada.

The Review Team made 12 recommendations in the areas of public safety and drowning prevention.

"The results of this review reiterate the need for greater awareness of the hazards of water and the measures that can prevent these preventable deaths. Learning to swim, avoiding alcohol while swimming and boating, wearing a life jacket and closely supervising children can save lives," said Dr. McCallum.

The Office of the Chief Coroner encourages all Ontarians to take personal responsibility for ensuring their own water safety. Ontarians who wish to learn more about staying safe in and around water should contact the Lifesaving Society, the Red Cross or other similar organizations in their area for information and assistance.



# JET SET

Bradley Schmidt

## Paradise Found

We are lucky to live in a country with an abundance of lakes. Recreational opportunities abound. With the popularity of on-the-water activities never higher, the weekend rush at the boat ramp and gas pumps can mean long waits. Furthermore, unless you or a friend or family has a waterfront spot to dock, you will also need to find an appropriate place to tie up.

What if there was a place within easy driving distance of home, a place with crystal clear water, granite outcroppings, and township maintained access, a place seemingly undiscovered where you never wait at the boat ramp, a place with more than 180 sites to snuggle your boat up to for the day or even overnight? Well, paradise found!

North Frontenac is located a 3-hour drive east of Toronto, two hours west of Ottawa. North Frontenac Parklands maintains 184 backcountry campsites on 12 lakes in the area. Many of the lakes are small, suited for small fishing boats or canoes. A few are larger, including Kashwakamak and Big Gull, which are both about 12 miles long and suitable for larger vessels. There are 18 campsites, mostly on

islands, on Kashwakamak. There are 30 on Big Gull. Each site is detailed on their online maps, and clearly marked with a bright white sign on-site. Most sites are equipped with a fire pit and privy. Some have been developed further with picnic tables and benches.

Finding the campsites was purely accidental in our case... We were on the water, looking for a place to take a swim when one of the campsites magically appeared. We beached the boat and enjoyed a lovely swim where the sun had warmed the water and the shallow granite below. Being an island, we had no worries about losing the dog, who was having a great time splashing and exploring. We have since rented a few sites when we knew we had friends visiting. It's a great home-base for a day on the water, or rent it for a week and set up camp!

Most of the sites have water access and some are accessible by road. Your campsite fee includes a road access permit where needed.

North Frontenac Parklands maintain an excellent website at [www.northfrontenacparklands.ca](http://www.northfrontenacparklands.ca) – view the maps and book your sites now! 





Photo: Jeanette Gordon

# POR T MOODY CRUISES

from Wallace Island to Galiano Island, BC

**Julie Ryder & Grace Burrell**  
*Port Moody Power & Sail Squadron*

Every year our Cruisemaster outlines the upcoming cruises, taking into consideration favourite places, member suggestions and new ideas. The details and dates are then fine-tuned and word is put out to the entire Squadron via our website, emails and Facebook.

Members know that they can tag along for the entire cruise, or just join in when they can or wish to. We are always just a radio call away. During boating class, we also promote our cruises to the students and always encourage newcomers to join us on the water.

We have a great group of boaters, power and sail, who religiously cruise with us and look forward to all the fun

we have each year. At times we have had upwards of 25 boats on certain excursions. If you see our group on one of our “adventures”, you’ll be sure to notice that we share a fantastic camaraderie. We are all ages, and hail from all walks of life, yet somehow we have become somewhat of a second family to one another. You’ll always hear someone sharing their boating knowledge, which is vast within our group, or see someone lending a helping hand. Along the way we participate in fantastic potluck dinners and play some crazy nautical-themed games, all the while enjoying one another’s company.

In 2011 the Squadron held a Southern Gulf Cruise to Victoria for Canada Day.

The arrival of the Spanish explorer, Captain Galiano, in 1792 marked the European discovery of the Gulf



Montague Harbour. Members are: (in back) Sukru (Socials Team) & Lorraine ((Commander) Yigit; (in front) Chris (Webmaster) & Jeanette (Training Officer) Gordon Photo: Sharee Bourke

Islands. The climate of the Southern Gulf Islands is Mediterranean, with exceptionally pleasant, warm summers, mild winters and less than 30 inches of annual rainfall. Four boats, Chel Sea, Merlin, Justavacation and Sea Bear cruised the 43 miles from Reed Pt. to the first anchorage. They met up later with Zenyatta at Sidney Spit, and then Rainbow in Montague.

### **June 24 – 26, Conover Cove on Wallace Island and Chemainus, Vancouver Island Day Trip**

Originally named Narrow Island in the 1850s, it was renamed Wallace Island in 1905 by Captain John Parry, after Captain Wallace Houstoun of the H.M.S. Trincomalee, who first surveyed the area.

Twisted fruit trees mark the remnants of the garden and orchard planted by the first known resident, Jeremiah Chivers, a Scotsman who retired there after unsuccessful adventures in the interior gold rushes. Chivers lived alone on the island, never marrying, and died there in 1927 at the age of 92.

David Conover, a California businessman and photographer (who apparently discovered Marilyn Monroe), and his wife Jeanne bought Wallace for \$20,000 in 1946. The couple developed a very successful holiday resort there in 1947. Their resort, the *Royal Cedar Cottages*, was advertised as having “a modern well-stocked store, cabins, recreation hall and boat rentals.” In the mid to late 1960s, Conover sold the majority of the island to a group of teachers from Seattle. Disagreements among the owners led to court proceedings and the property was again put up for sale.

In 1990, the Province of British Columbia started buying up the portions and today these portions form a marine park. One of the old cabins now hosts driftwood signage left by visiting boaters. A small dock allowing access to the park is available as well as a sheltered anchorage and stern tie rings.

When the land's natural resources failed to provide all the necessities of life, a new vision for the future evolved with the inventive people of Chemainus. This vision has earned Chemainus worldwide fame as a memorable tourist venue. Such is the incredible story of “The Little Town That Did”©, and the “magic” it has created for all who go there.

The area was made world-famous by sinking a Boeing 737 for scuba divers. It is located at Lat: 48° 56.46 Long: 123° 43.080. This artificial reef sunk in January of 2006 now has five years of life under the Salish Sea. Divers from all over the world have visited this dive site to see the development of new species. The wings, supports and fuselage are checked annually for structural integrity and corrosion. As of 2011 it continues to be a very cool dive.

### **June 27, Ganges, Saltspring Island**

Ganges was named after *HMS Ganges*, the flagship of the Royal Navy's Pacific Station between 1857 and 1860. Built in 1821, the *Ganges* was the last British sailing battleship commissioned for duty in foreign waters.

Previously named Admiralty Bay until renamed by Captain Richards in 1859, Ganges Harbour provides a tranquil summer anchorage for boaters wishing to explore the village of Ganges. The anchorage can be very busy and crowded in summer, and a breeze can pick up in the afternoons, so mariners are cautioned to keep an eye on the weather or book into one of the marinas in Ganges Harbour. Population of Ganges is 6,000.

One of the biggest events of the year on Saltspring Island is the annual Fall Fair, held on the third weekend of September just outside the village of Ganges.

Saltspring Farmer's Market: Every Saturday see the wares and talents of the islanders on display at Centennial Park, from April to the last Saturday in October.

Artcraft is located in the historic Mahon Hall near the



Canada Day: Victoria, BC. Members are (left to right) Robin Sheldon, Sheila Leavitt, Lorraine Yigit, Chris Sheldon, Sukru Yigit, & Steve Clements Photo: Sharee Bourke

harbour in downtown Ganges, featuring works by more than 200 Gulf Island artists and artisans. Open daily from May through to September.

Enjoy theatre and live entertainment throughout the year at the ArtSpring Theatre and Graffiti Theatre Company.

Pick up a Studio Tour Map from the Visitor Info Centre in Ganges. The unique tour is a self-guided visit to the residences of over 30 artists and artisans, who showcase their talents for your enjoyment and their creations for purchase.

### **June 28 and 29, Sidney Spit, Sidney Island**

Sidney Island, known to aboriginal people as Sallas Island, was one of the earliest places settled on Canada's Pacific Coast. It was on the route from Fort Victoria to the Fraser River gold rush in 1858. For some years following the turn of the century, a brickworks operated in the area, now within the marine park, utilizing the island's fine clay. In 1910, a group of Victoria businessmen purchased Sidney Island as a hunting preserve, though vegetable farming and sheep raising continued for some decades. In 1981, after the marine park was created, the remainder of the island was purchased by Sallas Forest Limited Partnership. Today, following official approval of a development plan to integrate low-density residential development with forest management and protection of areas of special environmental significance, ownership is being transferred to strata owners organized under a strata corporation.

There are 21 mooring buoys. Only one boat is permitted per buoy and vessel size restrictions are printed on the buoys. Fees for mooring buoys are collected from May 15 to September 30. Dock space is also available at Sidney Spit for overnight stays during the season (fee payable), and free dock space is available for dinghies.

### **June 30, Victoria, B.C.**

Victoria challenged Winnipeg to beat its 2010 living flag record which consisted of 2100 people. About 3,400 Winnipeggers set a record Friday July 1st for creating the largest living flag at the Manitoba legislature. Victoria's official tally was 3,000 people.

### **July 2, Montague Harbour, Galiano Island**

Montague Harbour Marine Provincial Park is located on the southwest side of Galiano Island approximately 10 km northwest of Sturdies Bay. Montague Harbour, named for a naval officer, first appeared on a British surveying chart around 1859.

The white shell beach on the north side of the park marks one of several shell middens (refuse heaps) that indicate native occupation dates back more than 3,000 years. Wave action erodes the middens, crushes the shells and redeposits them to create Montague's white shell beaches. Middens are protected by law.

A memorable place is the Hummingbird Pub. From the anchorage in Montague Harbour, the new yellow school bus picks up passengers to take to the pub. Apparently the food at the Pub is good and the staff pleasant. 

—Courtesy the Port Moody Squadron newsletter, The Quarterdeck

For more Port Moody Cruise photos visit:  
<http://www.flickr.com/photos/portmoodypss/>

# Preparing for cold water immersion

Dealing with an unexpected plunge into cold water should be at the top of every boater's safety list, especially during the off-season when fewer people are around to lend assistance.

Icy water can trigger an involuntary gasping reflex, causing a person who takes an unexpected plunge to inhale water and drown. Frigid temperatures can also cause cold-water shock, a sudden increase in heart rate and blood pressure that can bring about cardiac arrest in those with heart conditions.

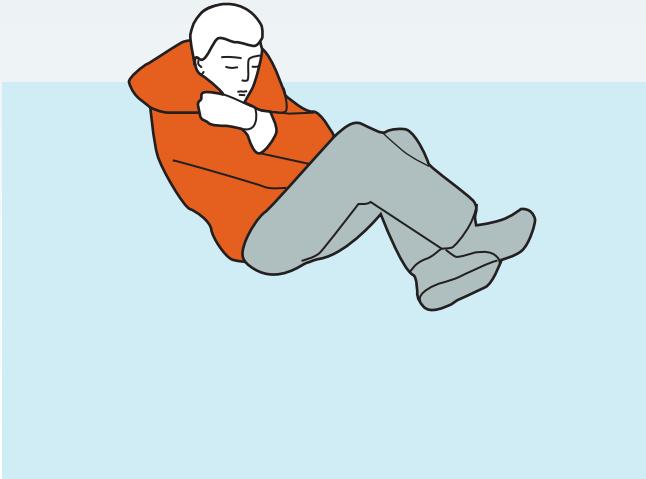
If you survive the initial immersion, you may quickly become too numb to aid in your own rescue. Fingers may no longer work; you might not be able to grab a rope, fire a flare or climb into a life raft.

Physical activity, such as thrashing in the water or trying to swim, may only speed up the heat loss and raise the possibility of cold water immersion hypothermia.

If you do fall into cold water and can't immediately get out, stay with the boat. Fold your arms across your chest and cross your legs in the Heat Escape Lessening Position (HELP) to minimize heat loss. If another person is in the water with you, put your arms around each other. Float quietly with minimal exertion until help arrives.

Take the following precautions to increase your chances of surviving a fall into very cold water:

- Wear a properly fitting life jacket at all times to dramatically increase your chances of surviving cold water immersion.
- Keep a whistle attached to the jacket or on a cord around your wrist to help attract attention.
- Wear garments that retain body heat when wet.
- Layer clothing and consider donning a wet suit under your clothing. Carry a dry change of clothing in a waterproof bag.
- Mount a boarding ladder or swim step on the boat or purchase a life sling and practice using it to get another person back on board. Getting a partially incapacitated person into a boat can be difficult, even with training.



## Lifesaving Society Facts

In 2004, 410 people drowned in Canada, 130 were boating.

### Cold Water

60% drowned in water under 10 degrees C  
34% drowned in water between 10 – 20 degrees C

### LIFEJACKETS

Only 12% were properly wearing a lifejacket  
2% were improperly wearing a lifejacket

### DISTANCE FROM SHORE

43% were less than 2 metres from shore/safety \*  
66% were less than 15 metres from shore/safety \*  
\*shore, boat, dock, etc.

### HOW THEY ENDED UP IN THE WATER

26% fell or were thrown overboard  
48% were in a boat that capsized or was swamped

### SWIMMING ABILITY

Non-swimmer = 29%  
Weak = 15%  
Average = 12%  
Strong = 10%  
Not identified = 34%

For more information on the effects of cold water immersion and prevention tips visit: [coldwaterbootcamp.com](http://coldwaterbootcamp.com).



# Three Strikes

## A former instructor makes a rookie mistake

My wife, Nan, and I waited all winter for a slip in Connecticut's Darien Boat Club, a picturesque marina nestled in a small cove off Long Island Sound. Our names never came up, and that spring we reluctantly agreed to sell our 25-foot cabin cruiser.

After the sale, we were given a slip and had two weeks to find another boat. After searching the newspaper want ads, I found an old 24-foot Chris Craft at a ridiculously low price and arranged for a test run. When I saw the scrubby, weather-beaten boat, I understood the price. It was a mess cosmetically, and the cockpit flooring was about to cave in, but it ran and handled well. I could improve the aesthetics later.

After two summers, Nan and I lost interest and decided to sell the boat. On a breezy October day, I went to the club to ferry the Chris Craft to our former marina six miles away. The club manager warned that a storm was rolling in from the Atlantic and waves were already building in the sound.

The moment I left the protected cover nasty waves hit fast, strong and close together, and it was all I could do to keep the boat headed into them.

In an uncharacteristically nonchalant move, I hadn't put on a life preserver and couldn't reach my marine radio, both frustratingly out of reach inside the cabin. Letting go of the helm to retrieve either would have thrown the boat out of control.

I couldn't turn the boat around without capsizing. My only option was to head for Five Mile River, two or three miles ahead. I would have to navigate a scattering of rocks before

reaching the river's mouth, but I had no choice. For one of the few times in my life, I feared I was going to die.

I tacked as much as you would with a sailboat headed into the wind, inching to port and back into the oncoming waves, which became larger and swifter the further I went. I didn't know how much pounding the old boat could take. Already in the red zone, the temperature gauge needle approached the 200 degree mark.

The pounding became so intense that I had to hold onto the wheel with one hand and lean the other against the side rail for balance. As I took my hand off the throttle, waves crashed over the bow and I worried the boat might pitchpole.

Finally, I saw what I hoped was the entrance to Five Mile River. The temperature gauge needle hit 200 degrees. The boat was shaking. It was only a matter of time before the engine blew.

As I neared the shoreline, the waves subsided, allowing me to steer more directly toward the river's entrance and avoid the rocks.

I sighed in relief as I reached the river and could throttle back. I turned toward the first private dock I saw. The engine blew, but the boat drifted far enough to reach the dock.

The property owner scurried down to the dock, frowned, and said I couldn't stay there, it was private property, and I would have to leave.

I started laughing. I told him the boat was dead, I was lucky to be alive, and he could call the police for all I cared.

I radioed Norwest Marina, my original destination on the Norwalk

River, and told them my situation. They said they would contact the Coast Guard to tow me and my boat to the marina. I wasn't going back into the sound aboard any boat, not even a Coast Guard cutter, and called my wife to pick me up. The marina called the Coast Guard anyway, and I learned later that it took a large cutter two hours to tow my boat two miles to Norwalk River.

Nan and I went to the marina the next day to look at the boat. The cockpit floor had collapsed into the engine compartment, and the drive shaft had come loose during the tow. The service manager said he would give me a repair estimate.

"Don't bother," I said. "The boat's yours."

Despite 20 years' experience, I made three unforgivable mistakes that day: not checking weather conditions, not donning a PFD, and not having access to my marine radio. Any one of them could have cost me my life. ■

—This article is from the memoir, *Road to Madison Avenue*, by Hal Hartvigsen, a USPS life member and past commander. Used courtesy Ensign.



# JUST ASK JOHN

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

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

## A question that I get asked a lot is “why should I take a safe boating course?”

This article should be of particular interest to those Canadian Power & Sail Squadron Training and other Bridge Officers who often get asked the same question.

Let me start by asking you the following question: Would you start driving a car before taking a course and/or driving lessons? The answer is probably no and for good reason.

When it comes to operating a boat, especially a power boat, personal watercraft or sailboat, I often ask the same question and the answer I get is usually very different. 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 have to be able 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 over 60. Add to that which side of the boat you keep certain markers on changes depending on the direction of the water flow and you have to know how to determine that.

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. When you turn the steering wheel on a boat it is the back end of the boat that moves first, not like the front end of 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. So much so in some cases that, 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 purposely designed for different types of on-the-water activity and you need to know how to choose the right one for what you do and how to maintain it.

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 yet talked about Cold Water Shock due to unexpected immersion or 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 that is really needed to understand fully and enjoy a safe boating experience for you and your family and guests.

Canadian Power & Sail Squadrons (CPS) offer a range of classroom and home study courses and seminars that cover everything from basic boat safety, handling and navigation up to advanced navigation, offshore cruising, local and global weather, marine electronics, marine maintenance, distress signaling and much more. Go to: [www.cps-ecp.ca](http://www.cps-ecp.ca). Many marinas offer courses and seminars as do private individuals and organizations. Classroom courses are usually offered during the winter and early spring months so you can enjoy year-long boating experiences, learn a great deal and make many new friends that share your passion for boating.

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 safe return trip. 

# BOOK REVIEWS



## Captain James Cook in Atlantic Canada: The Adventurer & Map Maker's

**Formative Years:** Jerry Lockett, Formac Publishing Company Limited, Halifax, NS  
Hard Cover \$29.95 CAD

Most of us know Captain James Cook as the famous British sea captain who explored vast reaches of the Pacific Ocean. Jerry Lockett's closing chapter does, indeed, provide details of Cook's three epic voyages, beginning in 1768 and ending in 1779 with his violent and tragic death during a confrontation with native Hawaiians. However, the author's six preceding chapters set the stage for what was arguably the greatest nautical exploration in history.

This well-researched book documents Cook's development from a lowly seaman into a world explorer within the context of 18th century Atlantic Canada, when Britain's navy reigned supreme. During the seven-year war between England and France (1756–1763), Cook advanced rapidly in rank. This

accomplishment was largely due to a strong work ethic (always doing more than expected), which earned him the respect of influential men, most notably his various commanding officers. Serendipity also played a role: a chance encounter with an American surveyor introduced him to the "plane table," a device he subsequently employed to survey harbours and coastlines in Atlantic Canada, including the coast of Newfoundland, which he surveyed between 1763 and 1767. His well-recognized chart-making skills, a proven knowledge of Astronomy, and a timely endorsement by the Secretary of the Navy all led to his assignment by the Admiralty to explore the far side of the world.

A chapter is devoted to scurvy, a debilitating disease that had been the scourge of mariners on long ocean voyages for centuries. Cook had witnessed hundreds of crew members dying of the disease during his earlier years. Theories abounded about causes and cures. Even Cook, on his several voyages,

thought scurvy could be prevented by feeding his crew sauerkraut and spruce beer, which were of only limited value because they contain small amounts of vitamin C. Joseph Banks, a naturalist who accompanied Cook on his first voyage, successfully treated his own scurvy with lemon juice. Why Cook, normally a keen observer and recorder, ignored this particular outcome is unclear. Yet, he did manage to curtail the disease among his crew and for doing so was awarded a medal by the Royal Society.

Appendix I (appropriately labeled "Too Many Cooks") presents the extraordinary coincidence of having three James Cooks serving in the Royal Navy at the same time. All three were surveyors; one even drafted a chart of Halifax Harbour. Lockett sorts out the differences between the men, which he indicates, "has befuddled more than one poor researcher attempting to examine this period of Cook's life."

Illustrations are scattered throughout, including portraits of Cook and other significant men, charts, letters, logbook notations, and harbours. Readers who appreciate historical detail and want to learn more about the famous explorer will find this account of Cook's formative years both interesting and enlightening. ■

**Larry MacDonald, AP**

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

# Cooking Onboard

## Are you prepared?

**Julie Ryder**  
*Port Moody Power & Sail Squadron*

The thrill and excitement of a cruise always fills me with anticipation. I so look forward to relaxing and enjoying the beauty of natural surroundings, good company, and the pleasure of leisurely meals. I believe that the quality of a trip is often greatly influenced by the quality of the food, so I've been determined to prepare boating meals that are just as delicious and healthy as what I prepare at home, maybe even more so. But who wants to spend all their vacation time in the galley?

The secret to easy galley cooking is to be prepared. Planning ahead simplifies cooking at sea. When deciding what to eat on your cruise, consider cooking some meals at home before your trip. Foods such as casseroles, soups, sauces, and meatballs can be prepared at home and frozen. Note that if you plan to reheat a pre-made casserole in the galley oven, most ovens are small and square, meaning rectangle casserole dishes won't fit inside. Been there, done that. Beef and chicken can be precooked and/or precut into bite-sized pieces to aid in the quick preparation of dinner salads and skillet meals when at sea.

Foods for SeaBQing, such as shish kabobs can be pre-skewered and then, as with steaks and chicken, frozen in large resealable bags with your favourite marinade to tenderize and flavourize while thawing out. Can you say good-to-go?

The amount of food that you pre-cook depends, of course, on the capacity of your freezer and refrigerator. Even if available space is limited, try to include at least one precooked meal. I've found that having the first night's dinner practically ready to eat when you pull into the marina or anchorage is especially appreciated after a long day's cruise.

Another time-and-energy-saving tip is to bring pre-mixed (store bought or home made) dry ingredients for meat rubs, batters, sauces etc, and place them in resealable bags or appropriately sized containers for easy use later. When on your cruise, you can stir in any wet ingredients when you are ready.

Depending on the capacity of your storage areas, bringing a whole box of something such as pancake mix may not be necessary or practical, so bring only the portion that you will need to save space. Just make sure to write the contents of the bag on the bag with an indeli-



Sharing a meal in Conover Cove, Wallace Island: Port Moody Commander Lorraine Yigit, Executive Officer Bruce Leavitt & Sheila Leavitt. Photo by Sukru Yigit

ble marker. From a food safety perspective, boxed foods such as rice, cereal, and crackers are at risk of getting damp and moldy. Purchase see-through containers to store these items so you can see what is in them. You can cut out the box labels and cooking instructions and tuck them face out inside the container, thus eliminating the need to write all over the container.

Stocking favourite seasonings, prepared sauces, and packaged casserole mixes reduces your time in the galley. Consider including these shortcut products: pre-cut fruits and vegetables, packaged coleslaw and salad mixtures, deli salads, jarred/canned salads, preshredded cheese, bread and cake mixes, store-bought cookies, frozen pies and cakes, frozen hamburger patties, a variety of dried pastas, and canned meats such as chicken, tuna and salmon.

Although many of our cruise destinations conveniently harbour a marina store for re-provisioning, be prepared for unusual circumstances. Out-of-the-way stores are not restocked as efficiently as urban stores; they frequently run out of milk, bread, and produce, and they may even be closed in off-season. Stock non-dairy creamer, extra crackers, and dried or canned fruit in your galley pantry.

Of course there's nothing easier than leaving the cooking to others while relaxing with fellow mariners at an interesting new restaurant or marina-side pub.

The secret to easy galley cooking is to be prepared. Planning ahead simplifies cooking at sea. 

—Courtesy Port Moody Squadron, The Quarterdeck



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

Winter is a time when you can sit by the fire, read a good book, and ponder the great questions of life. One of those great questions is: Why do we like the cottage? After all, maintaining a cottage is a lot of work. On top of keeping the kids busy and safe, we have to keep the place in repair, mow the lawn, maintain the dock, keep the boats in working order and go through the opening and closing rituals each year.

In spite of all of this we do it. Why?

One of the neighbours asked George that very question while they were trying to get the old outboard motor started. After a tug on the starting rope and as the engine roared into life, George replied that he liked “the peace and quiet in the country”.

It's true. Even with the boat motors there is a peace and a quiet which settles on the place. George likes to get away from the city. There are different things to do. You can go swimming, canoeing, rowing and join neighbours and the kids in various games.

When you're out in the boat there are so many things to see. How about the birds? You can't help but slow down to watch a great blue heron taking off from the water. The antics of the gulls can also be interesting to watch. At night what cottager doesn't long to hear the haunting call of the loon?

In the fall, while working outside at the cottage, don't you always stop and look up when you hear the geese so you can watch them on their way to their winter quarters?

Perhaps that is the thing about the cottage. We tend to

keep it simpler, we spend more time outside, we notice our surroundings and, even though we have electricity, a telephone, a television antenna and maybe even the internet, we tend to use those more sparingly.

We can tolerate the mosquitoes. George does, although when you see the gyrations he goes through to try to swat them because some days he's just too stubborn to put on the bug spray, you have to stop and watch. George wasn't too amused the day one of the neighbours was watching this ritual and started laughing until the neighbour stepped back and fell straight into the lake. Yes, George did help fish his soggy neighbour out and offered some words of comfort and encouragement. Well, at least he tried in between his spasms of laughter.

The cottage is different. It's a change. For some of us it is a reminder of when life seemed to be at a different pace. The cottage gives us a chance to relax and prepare ourselves for the challenges of our lives in the city.

The daily commute is something we endure but the drive to the cottage is something we want to do. Even George doesn't mind the hour-and-a-half or so drive to the cottage since he knows he'll enjoy his time there. George finds it a lot better than the trip into work every day. The drive back home isn't so bad either because you've just enjoyed some time at the cottage – even if it does portend the daily commute to work.

Even though it is winter now, we can look through the pictures we've taken and enjoy the memories of life at the cottage while sitting in front of the fireplace enjoying a cup of tea.

Spring will be here soon enough. ■

# CPS AGM & Conference

OCTOBER 19-22, 2011 HALIFAX, NS



Photo: Louise White, SN

CPS AGM Coverage by:  
Joan Eyolfson Cadham, S, & Louise White, SN

CPS AGM Photography by:  
Don Butt, AP, & Louise White, SN



Bluenose II tour



Halifax Ferry in Halifax Harbour



Barb Hoffstrom, Joe Gatfield, Tracie Berekoff and "Mini Joe"



Peterborough Squadron "Lobsters" at the Atlantic Kitchen Party.



Early morning Chief Commander's Walk.

Arguably, the most long-reaching moment of the 2011 CPS conference in Halifax was the passing of the motion on mandatory wearing of floatation devices. Moved by Harry Cole, SN, and seconded by Robert Pepin, AP, the motion reads;

**BE IT RESOLVED THAT:** A Policy be adopted by the Governing Board that Canadian Power and Sail Squadrons support the concept of legislation mandating all operators and passengers of a vessel six meters or less in length, and while underway, be required to wear approved floatation devices.

**RATIONALE:** Throughout its history, CPS has advocated the voluntary wearing of floatation devices when a vessel is underway and has promoted this concept when teaching our courses. There are significant advantages to the wearing of life jackets – the most obvious, to save lives – and there now exists a movement by a variety of boating safety-oriented agencies to have the Federal Government mandate the wearing of life jackets in certain situations. As the leading provider of safe boating education, it is time for CPS to join with these other agencies and support this concept.

The CPS motion was lauded later, during an interview, by Captain Mark Rizzo, Chief Officer of Auxiliary and Boating Safety, US Coast Guard. The Council, said Captain Rizzo, has passed a resolution to consider mandating the wearing of life jackets on all vessels under 16 feet. The length, he said, was carefully chosen because "we want it to pass." They are also working with Canada to harmonize life jacket manufacture in order to meet the requirements of both countries.

The 2011 Conference attracted 244 full registrations, 79 partial registrations, and eight people who participated in meetings only, for a total of 331. Visitors to Halifax were treated to record-breaking weather – more rain in one 24 hour period than is normal for the entire month of October, leading to flooded streets and closed roads. However, the weather improved by Saturday, and conference participants discovered that there is a protected walkway from the conference hotel to the nearest mall. The setting, at Halifax Marriott Harbourfront hotel, with rooms offering a water view, and surrounded by old stone and brick buildings, more than compensated for the weather.

A highlight of the AGM was the presentation of a 51 year Merit Mark to Vera Booth, AP. Vera, who is the widow of the late Past Chief Commander Bill Booth, accepted her Merit Mark while explaining that Bill had received 53 and she was working towards the same number.

During the Youth Seminar, the Streits proved that Canada's youngsters can still be reached through very low-tech methods. "I could make training aids that were perfect and looked beautiful," said Celia Streit. "Instead, we have Boy Scouts make them so that children understand that they can make their own." The Streits use old sewing thread spools as the basis for making buoys, and outline boats by laying out heavy line on the floor. Youngsters still like to touch and feel things, they say.



## 2011-2012 OPERATING COMMITTEE

Back Row Left to Right: Training Officer, Carolyn Reid, SN, Treasurer Robert Pepin, AP, Executive Officer Joseph Gatfield, AP, Administrative Officer Catherine McLeod, AP, Secretary Jim Brown, S,

Front Row, Left to Right: Chair of Committee on Nominations P/C/C Malcolm Blann, AP, Chief Commander Richard Bee, AP

### Heard Around the AGM:

**P/C/C Harry Cole** during an interview re his motion supporting the concept of mandating life jacket wear. *People can buy a life jacket. You can't buy common sense. None of the jackets work if you don't have them on. I saw a couple with two children. The children were wearing jackets. The adults were not. So what happens if the adults fall overboard and are not wearing theirs? People are just not getting it. I'm sorry. It doesn't work if it's still in the locker.*

*It costs about \$2.5 million when someone drowns, with the cost of the search and rescue of the body, the funeral, and the loss of income to the family.*

**Captain Marc Rizzo, Chief Office of Auxiliary and Boating Safety, US Coast Guard**, during an interview. *The average person cannot tread water for more than 45 minutes. The reality is that, in heavy seas, not many people stay afloat without a jacket. They think they have time to find their jacket and put it on. But it's too late. And if you fall overboard, the boat is going to move faster than you can.*

*The paddling community (canoes and kayaks) is very good about boating safety. They wear their PFDs or the belt pack.*

*People accept seat belts in vehicles. Why not accept life jackets on a boat? If something bad happens, it's the same thing.*

**Jeff Hoedt, Chief of Recreational Boating Safety for the US Coast Guard**, passed on by Harry Cole. *In 1910, in the USA, after the Titanic went down, they wanted to put life jackets on board. There was a great hue and cry.*

**Ted Smith, President and Chair of the National Board of Directors, Canadian Coast Guard Auxiliary:** *Make volunteering fun. Can I make a difference? A motivated volunteer will attract more volunteers.*

*We are all here to save lives. Some of us do it the hard way, going out there in storms. Some do it in the classroom. You, the educators, CPS, are involved in prevention and saving lives.*

**Harry Streit, SN, member, Youth Training course.** *We gave a Safe Boating session to the Boy Scouts. I said to the leader, 'You are the expert*

*on knots. Why don't you teach a session of our CPS youth course?' He said, 'Why don't we have the Boy Scouts do it?' And they did.*

*Kids still like the simple things. They like hands on. That's how we attracted them. That's how we got them in. We made it fun. We thought we could get some parents that way.*

**C/C Richard Bee, speaking at the AGM** *When I took my boating course in 1993, CPS and the world were very different places. In 1994 only 18% of Canadians had access to the internet. The PCOC program did not exist in 1993, GPS was in its infancy, most communication was done by letter or a phone call, not by email, we didn't use power point or DVDs in the classroom and there was very little competition for our courses. A small ad in a local paper would fill the classrooms...Change is inevitable. We must embrace change without losing sight of our history and traditions. The success of CPS does not depend on one person or a few people. It depends on all of us, at all levels working together to meet the challenges and seizing the opportunities to make CPS successful in the years ahead.*

**P/C/C Mal Blann, during the AGM** *I would like to express appreciation for the hard work and dedication of the staff at CPS Headquarters. It is not easy dealing with unknown numbers of the public, 30,000 plus members, 2642 volunteers, and especially nine OpCom members, and still provide excellent and timely service. Alain Briere, Alice Hinton, Liudmila Nikolaeva, Vanessa Schmidt, Elizabeth Delaire, Ginette Golden, Lynda Green, Bill Spicer, Beverley Walters, Carole Brown, John Gullick, Heather Bulmer and Meg Tanner.*

*CPS is like one big family. That is one of the major benefits that we should always convey to prospective CPS members. That love of a common interest, the passion to share that with others, and the respect we have for each other for the unselfish work we do for that common interest binds us all together. It doesn't matter where you go in either Canada or the United States, you always have CPS or USPS friends and family nearby and if needed, they are always ready to support and help you. That benefit was never more evident than this year when we experienced the untimely and unexpected passing of our Senior Chief's Aide, Ralph Murray and National Secretary, Elaine Jeffery. I am proud of the support provided by our members to each other during those difficult times and certainly proud to say I am part of that CPS family."*



Dave Bieman, AP, of Goderich Squadron receives his Howard G. Peck Volunteer of the Year award from C/C Malcolm Blann, AP.

### HOWARD G. PECK VOLUNTEER OF THE YEAR

The Howard G. Peck Volunteer of the Year award was presented to **Dave Bieman, AP, Goderich Squadron**. In the process for choosing the H.G. Peck winner, applications are received from across the country and each application is reviewed for its merit and strength for the candidate proposed. Dave Bieman was described as someone who "stands out from the other volunteers not only for the time he has committed to the Online Course project but for the accomplishment of a nearly completed project. Dave has successfully worked to ensure the future of CPS and embraced new training technologies. All project managers strive to ensure they work as a team and openly listen and consider the ideas of others. Most fail at this. Dave succeeds."

### CHIEF COMMANDER CITATION

#### Catherine McLeod, AP of Peterborough Squadron

Catherine's volunteer career with CPS has spanned 20 years and included several National Officer Roles including National Secretary and National Administration Officer, a position she presently holds. Catherine is a tireless and devoted volunteer who readily takes on additional duties. Specifically, she recently jumped in to organize the Secretary's files and oversee necessary time-sensitive activities relating to completion of meeting minutes and preparations for annual conference meetings in the aftermath of the recent tragic and untimely loss of our standing Secretary. Catherine dealt with this in addition to her normal busy NAO schedule, notwithstanding extremely difficult and emotional circumstances. These actions have greatly contributed to the efficient operation of our meetings at the conference and reflect the true spirit of team volunteerism.

#### Josie Ross, AP of Burnaby Squadron

Josie, a 25 year member, has accumulated 23 Merit Marks. Her volunteer career with CPS has spanned Squadron, District, and National Officer positions



Nick Louras, S receiving his C/C Letter of Commendation from C/C Malcolm Blann, AP.



Catherine McLeod, AP receives her Life Membership from C/C Malcolm Blann, AP.

including Commander of Burnaby Power and Sail Squadron, District Commander of Pacific Mainland District, three years as a General Director, membership on the Advanced Piloting, Planning, Communications, and Forums monitoring Committees, as well as an Ad Hoc Committee reviewing the CPS Mission Statement. In addition to these activities, her last six years have been spent as our Primary Proofreader for Port Hole under an exacting and critical time-sensitive and intensive work environment. In the true spirit of volunteerism Josie has always put this work first and foremost helping make CPS the success that it is today.

#### Dave Bieman, AP of Goderich Squadron

Dave is a 33 year member and 23 year volunteer of CPS. He has been a member of the National Training Department as Chair of Distance Education since 2004. In 2006 he was instrumental in implementing our original on-line Maritime Radio Course through Sheridan College and for the past two years has been totally dedicated to the development and implementation of our first fully on-line PCOC course and exam. This course, and method of delivery, would not have happened if it were not for his tenacious efforts in developing excellent working arrangements and relationships with necessary suppliers and Transport Canada and working through the many difficult challenges faced in such a significant and groundbreaking project for CPS. Dave exemplifies the true spirit of a CPS volunteer.

#### CHIEF COMMANDER LETTER OF COMMENDATION

#### Nelson Guiliemette, SN, of Ottawa Squadron

Nelson is a nine year member and presently part of the Offshore Navigation Committee within the Training Department. He has dedicated countless hours over the past two years to fully translate both the United States Power Squadron Junior Navigator and Navigator Course manuals including Instructor manuals, relevant tables, and exams into French for use by our Francophone

# National Volunteer Awards



Tony Cook, S receives his Letter of Commendation from C/C Malcolm Blann, AP

students. As part of the process Nelson participated in the instruction of a trial JN course to students located 500 km from his home and utilized relative comments received in a final review prior to printing. Nelson's work is an outstanding example of a volunteer's commitment and service to Canadian Power and Sail Squadrons.

## **Nick Louras, S of Fort Erie Squadron**

Nick, a two year member, is presently Training and Public Relations Officer for Fort Erie Power and Sail Squadron. In February 2011, Nick and fellow Squadron Officer, Marcel Carriere, negotiated free space for a well-presented recreational boating information booth at a local mall. In addition to CPS materials, the display included a boat and equipment borrowed from a local dealer and a radio display courtesy of the local ICOM distributor and was manned primarily by Nick and Marcel during regular mall hours for 6 weeks. This effort and their subsequent participation in teaching PCOC and ROC(M) courses was instrumental in contributing to a fourfold increase in successful Boating, PCOC, and ROC(M) students over the same period of 2010. Such initiative and tireless dedication, especially from newer members, exemplifies the true spirit of a CPS volunteer.

## **Tony Cook, S, Toronto Squadron**

Tony is a 17 year member with 13 Merit Marks and is presently the Immediate Past Commander and Assistant Training Officer for Toronto Power and Sail Squadron, as well as Chair of the National Communications Committee, a position he has held for the past 12 months. During that period Tony has completely revitalized our internal communications by establishing formal eBlast procedures, issuing regular Officer and Member eBlasts, re-establishing a formal Officer's newsletter or "Best Practices" bulletin and webpage called ePromoto, reorganizing Members Moorings for ease of Navigation and moderating and aggressively promoting the use of our internal Forums.



Steve Wagner receiving his Letter of Appreciation from C/C Malcolm Blann, AP



Retiring Law Officer, Claude Martin, JN, receives a plaque from C/C Malcolm Blann, AP

Tony's direct efforts have been instrumental in the significant improvement in internal communications that we are enjoying today.

## **LETTER OF APPRECIATION**

A Letter of Appreciation is awarded to a non-member or corporation for recognition of distinguished service, dedication and unselfish devotion of time and talents, all to assist in the betterment of Canadian Power and Sail Squadrons.

## **Steve Wagner, President of Salus Marine Wear Inc.**

As President of Salus Marine Wear Inc., Steve has been a great sponsor of CPS, initially assisting us to equip our Recreation Vehicle Courtesy Check Volunteers with CPS branded PFDs and then entering into a more diverse partnership agreement in 2009. In addition to providing our members with discounts on CPS branded products, Salus Marine provides prizes for our annual conferences and in 2011 facilitated the distribution of 5,000 CPS promotional tags on PFDs distributed to retailers across the country. We sincerely thank Steve for his continued support which has gone a long way to expanding the visibility of CPS to recreational boaters in Canada.

During the past year, the following awards were also presented:

Citations were presented to:

**Ralph Murray, AP** (deceased) and **Carole Murray, S** of Norvan Squadron, both long term Senior Aides to numerous Chief Commanders

**Elaine Jeffery, P** (deceased) of Prince Edward Squadron, a 20 Merit Mark holder who held the position of National Secretary at the time of her death. Letter of Appreciation was presented to:

**Alvin Meldrum, AP** (deceased), of Ballenas Squadron, a 21 Merit Mark holder who was the "engine" of his Squadron.



Scotty Hayward, P, receives his Instructor of the Year Award from C/C Malcolm Blann, AP and Peter Trogdon



Vera Booth, AP receives her 51st Merit Mark from C/C Malcolm Blann, AP.

During the AGM,  
**Judy Hume**, Flag and Etiquette Committee, was thanked and given her citation as retiring Chair.  
**Jim Hay, JN** Historical Committee Chair, was thanked and D. Harvie Hay accepted Jim's citation as retiring Chair.

Retiring Members of the Governing Board who served on Operating Committee or as General Directors were given their plaques at the Governing Board luncheon

**P/C/C Harry Cole, SN**  
**Norm Headrick, SN**, Chair Committee on Rules  
**Claude Martin, JN**, Law Officer  
**Barb Hoffstrom, SN**, General Director

#### MERIT MARKS

In 2011, CPS awarded 2,644 Merit Marks. In 2011, 33 members reached the 20 year Merit Mark plateau. These members receive their Life Membership Card, a Life Member Flag, and a 20-year Longevity Pin. Twenty-nine presentations were made at Squadron or District functions. Four 20-year members were present. They were **P/C/C/ Harry Cole, SN**, Fraser Squadron, National Administrative Officer **Catherine McLeod, AP**, Peterborough Squadron, **D/C Walter Evans**, Lake St. Louis Squadron, and **P/D/C Jim Hazlehurst, AP**, Saugeen Squadron. **Vera Booth, AP** of Don Valley Squadron was presented with her 51st Merit Mark.

#### MAREP AWARDS

MAREP awards were presented by Michel Goguen, Director, Hydrography of the CHS Atlantic Region. "We can't be everywhere. Marine reporting is critical to us. You are our eyes and ears on the ground," he told AGM delegates. He challenged all Squadrons to adopt a chart.



Rozanne Raine of Halifax Squadron receives her Officer of the Year award from C/C Malcolm Blann, AP and Jonathan Straight, Sales Associate, Mermaid Marine, representing Alex Milne Associates Ltd.

Plaques were presented to  
**John Humphries**, Individual, Atlantic District  
Best Squadron, **Oak Bay**  
Best District, **Vancouver Island South**  
Most Improved District, **Pacific Mainland**

#### FORTRESS ANCHORS AND NATURAL MARINE OFFICER OF THE YEAR

This award is sponsored by Fortress Anchors and Natural Marine and is presented to four people, one from each of four regions, the Atlantic Provinces, Quebec, Ontario, and the Western Provinces. Recipients receive an anchor and a shipment of 20 Natural Marine products.

Recipients were:  
**Rozanne Raine** of Halifax Squadron, representing the Atlantic Provinces  
**Andre Cardinal, JN**, Escadrille Lachine, representing Quebec  
**Martin Hederich, AP**, Barrie Squadron, representing Ontario  
**Dawna Burton**, Brentwood Squadron, representing the Western Provinces

#### WEEMS & PLATH G. WILLIAM BOWMAN INSTRUCTOR OF THE YEAR AWARD

This award is sponsored by Weems & Plath. Three presentations represent the Atlantic Provinces and Quebec, Ontario, and the Western Provinces. The award is named after George W. Bowman, who initiated the first Power Squadron Safe Boating classes in Canada in 1938, was the first Squadron Commander, and the first CPS Chief Commander.

Recipients were:  
**Scotty Hayward, P**, Alderney Squadron, representing the Atlantic Provinces and Quebec.  
**Robert Paton**, Stratford Squadron, representing Ontario.  
**Len Burton**, Brentwood Bay Squadron, representing the Western provinces.

# National Volunteer Awards

## ICOM CANADA VOLUNTEER ELECTRONIC INSTRUCTOR OF THE YEAR AWARDS

These awards are sponsored by ICOM of Canada and were presented by Murray Lycan, Atlantic Sales Manager.

Recipients were:

**David Hackett, P**, Halifax Squadron, for the Eastern Region

**Harry Ditmar, P**, Tillsonburg Squadron, for the Central Region

**Dr. Frank Haley, SN**, Edmonton Squadron, for the Western Region

## ALEX MILNE ASSOCIATED LTD. BOAT ARMOR TROPHY

The Boat Armor Trophy was donated by Alex Milne Associated Ltd, a supplier of marine products and a company that has been a firm supporter of the objectives of CPS-ECP. The competition is at the squadron level, and the award goes to the Squadron Training Officer who achieves the greatest number of successful students in the Boating exam. The number of students challenging the examination versus the number initially enrolling is part of the factor, and a minimum enrollment of 40 is required. The award was presented to **Sooke Squadron**, Vancouver Island South District.

## BELDON FOX MEMORIAL TROPHY

This is a unique award in that Mr. Beldon W. Fox was not a member of CPS-ECP, although he was an owner of a large craft docked at the Port Credit Yacht Club. He believed in the aims of the Squadrons and supported the Port Credit Squadron in its endeavours, loaning his craft on countless occasions to assist in their work. He always planned to take the course and become a member, but business affairs would not let him. The proverbial "next year" never came for him, as he died suddenly without fulfilling his wish. His many friends in business and CPS-ECP donated the trophy so that his co-operation and friendship would be remembered. The competition is at the squadron level for the most improved results in the Advanced and Elective courses during the preceding year in relationship to the total membership. The trophy is maintained at Headquarters and a small keeper trophy is prepared and presented to the winning Squadron. The Beldon W. Fox Memorial Trophy went to **White Rock Squadron**, Pacific Mainland District.

## S. GORDON MCCANDLISH TROPHY

The S. Gordon McCandlish Trophy was donated by the Port Colburne Squadron in honour of P/C/C S. Gordon McCandlish, now deceased, a long time member of the Port Colburne Squadron. The competition is at the District level, and the award goes to the District with the most improved performance in Advanced and Elective courses during the preceding year, in relationship to membership. The trophy is maintained at Headquarters, and a small keeper trophy is presented to the winning District. The 2011 winner was **York East District**.

## REF REID AWARD

The Ref Reid award was donated by family members in honour of the late Ref Reid, a longtime distinguished member of CPS-ECP. The competition is at the Squadron level and goes to the Marine Maintenance instructor having the most successful class during the preceding year. The 2011 winner was **Norman Raine, AP**, Halifax Squadron

## MARY PRITCHARD AWARD

The Mary Prichard Award was presented to **Scotty Hayward, P** of Alderney Squadron, Atlantic District, for developing and presenting the Boating Course taught in a Virtual Classroom.

Mr. Hayward worked with Dalhousie University through their on-line learning centre, and has been teaching this course twice a year, beginning in September and again beginning in late January on Monday night. He also taught a regular classroom Boating course on Tuesday nights during the same period.

## THE NATURAL MARINE / ENVIRONMENT CANADA ENVIRONMENT AWARD

The Natural Marine / Environment Canada Environmental Award for 2011

is presented to **Vancouver Island South District**. In September 2010, Vancouver Island South District (VISD) participated in a nationwide effort called the Great Canadian Shoreline Cleanup, set up by the Vancouver Aquarium. The District issued a challenge to encourage other districts nationwide to get involved and join in with the effort. They collectively removed about 800 lbs, or 363 kg, from local beaches. Events like these promote the CPS commitment to the marine environment and work to encourage participation from other districts across the country. VISD continues to prove a leader in the environment, and an example to us all.

## MEMBERSHIP

Honourable mention certificates were given to squadrons based on four categories: based on highest percent of renewed regular members categorized by number of renewed members

Squadron Membership awards

Honourable mention certificates according to size of Squadron

Over 300 **Bay of Quinte**

200-299 **Lake St Louis**

100-199 **Pentetanguishene**

Up to 99 **North Channel**

For the District National Membership Award **Niagara** was the winner,

Honourable mentions to **St. Lawrence** and **Georgian Trent**

The criteria for the awards for next year will change to acknowledge effort put forth in the area of membership. This year as in the past, the awards were based on sheer numbers. New criteria will come out early in the new year and will be partly in the form of a checklist. Squadrons and Districts can get a head start on awards by looking again at the MAP 2 suggestions and keeping an eye open for the revised Membership Manual. One of the aims of the Membership Committee is to raise awareness about the awards.

## MARKETING

Three Best Practice awards were made during the 2nd Annual High Performance Marketing Award presentations. Criteria included an ability to reflect, if applicable, National branding, including logo, colours, style, and/or format, the promotion of a vibrant, healthy organization that is relevant to the requirements of the Canadian recreational boating demographics and marketplace, and an idea that can be considered a Best Practice that is easily duplicated by other Squadrons and Districts.

**Avalon Squadron**, for coordination of various boating safety tips featuring the organization on regional TV, content available for review on YouTube and searchable under Boating Safety Newfoundland and Boating Safety Avalon.

**Fort Erie Squadron**, for a Store Front in a local mall that started as a booth and grew with coordination from Mall management into an ongoing presence.

**Gabriola Squadron**, for a Tug Boat trailer to promote CPS, youth involvement in promotion and promotion of a search engine to find Squadron content.





Robert L. Bearne's ship model.

#### Division 1 – Training Aids

1. Ken Perry – White Rock Squadron – “Clouds” Power Point Presentation
2. Daniel Piche – Hochelaga Squadron – “Seminaire Noeuds”
3. Scotty Hayward – Alderney Squadron – Training Chart for Boating

#### Division 3 – Crafts

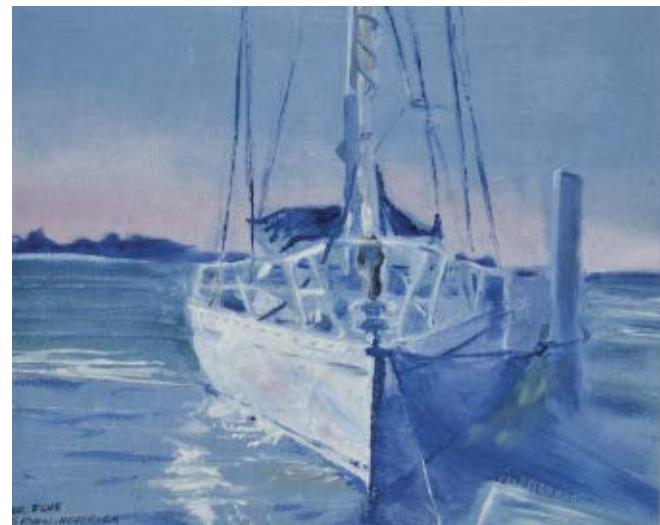
1. Robert L. Bearne – Bluenose Squadron – Ship model
2. Norman Raine – Halifax Squadron – Boat model
3. Ann Thomson – Mount Brenton Squadron – Quilt

#### Division 5A – Publications/Newsletters

1. Linda Spence – White Rock Squadron – “The Anchorline”
2. Frederic Bouvier – Hochelaga Squadron – “Les Algues Bleues”
3. Jack Scott – Quinte District – “AGM & Rendezvous Handbook”

#### Division 6A – Visual Arts - Photography

1. Cliff Prentice – Bay of Quinte Squadron – “CPS Sailpast 2011”
2. Heather Uren – Halifax Squadron – “Christmas Lights – St. Lucia”
3. Mel Lefluffy – Seymour Squadron – “Love the Sea Life”



Sheila Rubin-Hederich's oil painting.

#### Division 6B – Visual Arts – Paintings and Drawings

1. Sheila Rubin-Hederich – Barrie Squadron – oil painting
2. Tony Cook – Toronto Squadron – watercolour painting

#### Division 7D – New Media – Digital Presentations

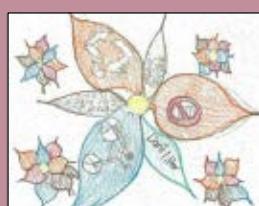
1. Alan Uren – Halifax Squadron – “Caribbean Adventure 2009”

#### Division 7E – New Media – Digital Presentations

1. Gilles Cote – Hochelaga Squadron – “Squid, Flying Gurnard, Anemone, Oursin”
2. Serge Castonguay – Hochelaga Squadron – “Mer de Chine”
3. Danielle Sasseville – Hochelaga Squadron – “Ciel de Polynésie, Corail de Cozumel”

## YOUTH NOTE CARD CONTEST

Each year, the 6 to 14 year old crowd is given a theme and asked to create a picture that could be transformed into a note card. Conference attendees vote on their favourites in two age categories.



Winners this year were:

11 to 14 years

1. Emerson Stock – Windsor Squadron
2. Nigel Stock – Windsor Squadron
3. Christopher MacIntosh – Alderney Squadron



6 to 10 years

1. Mackenzie Wattie – Etobicoke Squadron



# Showcasing Nova Scotia at the 2011 Conference

**Louise White, SN  
Halifax Squadron**

When Atlantic District offered to host the national conference in 2011, I immediately requested the job of tour coordinator as there are so many things I love to show off about my adopted province. How to choose what tours to offer was a challenge, but I finally settled on things that are unique to this area of the country. After all, how many cities have the facilities related to boating that we have in and near Halifax? I planned four tours, hoping to appeal to a variety of interests. For those who like to exercise while studying history, I arranged the Historic Waterfront Walking tour. To take advantage of the government facilities in Halifax, a visit to the Joint Rescue Coordination Centre and Marine Communications (Halifax Traffic) was planned. For those wanting to explore the coast, what better way than to visit Peggy's Cove and Lunenburg. And of course, a trip around historic Halifax Harbour was a no-brainer.

The start of the conference drew nearer and nearer. Everything was ready.... then, I received a phone call. The Joint Rescue Coordination Centre would be moving their offices the week of the conference and couldn't accommodate us. This was very disappointing as I have found this to be one of the most interesting tours in the

past. On short notice, Hydrographic Services and the Coast Guard Operations Centre agreed to let us visit. Final registrations indicated the buses I had booked would be too small, so some more juggling was needed. In October buses are hard to come by because of all the cruise ships that visit.

Thursday of the conference arrived, with two tours scheduled. The first thing I heard that morning was the Environment Canada weather forecast which included a heavy rainfall warning for Halifax. Oh great, on the day of the walking tour. After initial consternation about what to do, I decided that if we are boaters a little rain won't stop us, so the tour was on. About 30 intrepid souls showed up, game to face the weather.

Our first stop was the Maritime Museum of the Atlantic, where displays about the 1917 Halifax Explosion, the sinking of the Titanic, east coast shipping through the ages and much more are featured. An hour and a half was hardly enough time to do the museum justice, but we had to move on to our next stop – Keith's Brewery. Here we were transported back to the 1820s when Alexander Keith built his brewery. We learned his brewing principles, and why India Pale Ale was so named. We were entertained, offered copious amounts of beer to taste, and invited to join in games common in the period. All too soon, the time warp ended and we were back in 2011 on a rainy day.



After a delicious lunch, the rain eased, and we made our way to historic Pier 21, Canada's Immigration Museum. Many Canadians can find their forebearers listed in the records contained in the museum which is housed in the actual building where they first set foot in Canada, and I later heard that several in our group were thrilled to find immigration records for their own parents or grandparents. The interactive displays included a train trip across Canada, and deciding what family treasures to pack in a suitcase if you were emigrating. In the late afternoon, the rain dwindled to a thick mist, and we made our way back along the boardwalk to the hotel. It was reported that a few soggy shoes and jeans required drying with hairdryers.

A half-day tour led by Bill Wilkinson and David Estey visited Hydrographic Services, Halifax Traffic and the Coast Guard Operations Centre. Our group observed how shipping is monitored coming in and out of the various east coast ports, and how documentation required from foreign vessels entering Canadian waters is reviewed so they can be cleared to enter. We were reminded to file sail plans, and to cancel them once we arrive at our destination. Hydrographics personnel explained their sophisticated equipment for marine charting. For example, when they resurveyed the Bay of Fundy, there were approximately 1.5 million soundings taken with their wide beam sonar to generate each chart. Presently, they are recharting the Labrador Sea, which hasn't been done since British Admiralty charts were created many years ago. They emphasized how important our MAREP program is for keeping marine charts up to date, and that every MAREP report is reviewed and classified and the appropriate action is taken. For example, if a hazard to navigation is reported, the chart is updated immediately. They rely heavily on CPS to be their "feet on the ground" as they don't have the necessary resources.

Friday dawned sunny and bright, a perfect day for our tour down the coast. The sun shone through the autumn leaves and the blue ocean sparkled as we made our way by bus to Peggy's Cove, one of the most photographed locations in Canada. Everyone was cautioned to avoid the "black" rocks, in other words the wet ones. Lives

have been lost when people ventured too close to the water and were knocked into the sea by a "seventh" wave. After sauntering around the cove and the famous lighthouse, we stopped at the Swissair Flight 111 memorial, which commemorates lives lost in the tragic crash of an airliner in the waters off Peggy's Cove in 1998. We then drove to the town of Lunenburg, a UNESCO world heritage site on the shores of Mahone Bay. After lunch at the Dockside Restaurant overlooking the harbour, we visited the Fisheries Museum of the Atlantic which houses an aquarium, examples of shipbuilding techniques, fishing boat models and fishing gear used through the ages. A bonus was seeing the descendant of the most famous fishing boat of all which graces the Canadian dime. Bluenose II is being rebuilt in Lunenburg, and after donning hardhats we were able to go into the big tent where the rebuild is taking place. An interpretive guide explained progress to date, changes being made from the original design, materials used, and how she will be launched. Some of our members managed to squeeze in some shopping, and after a busy day, many of us snagged a snooze during the drive back to Halifax.

The final tour on Saturday afternoon took place on the Harbour Queen, a "paddlewheeler" that originally plied the Saint John River in New Brunswick. The weather cooperated once more as we made our way in brilliant sunshine by HMC Dockyard, under the Macdonald Bridge which links Halifax and Dartmouth, then looped around and headed out of the harbour. We passed by Point Pleasant Park, which was ravaged by Hurricane Juan in 2003, and then traveled up the Northwest Arm, the body of water which, with the harbour, makes downtown Halifax into a peninsula. The boats at the Royal Nova Scotia Yacht Squadron, which dates from 1837, bobbed at their moorings as we slowly made our way back to Cable Wharf.

Hopefully the 2011 Conference tours gave our visitors a taste of Nova Scotia – the sun, the sea, the rain and the beer. 



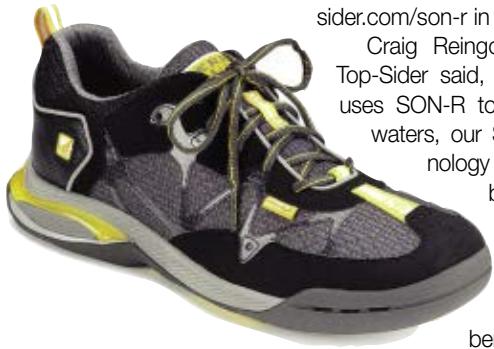
CPS thanks all of its sponsors for the 2011 National Conference in Halifax including Cowan Insurance, Weems & Plath, Traveler's Insurance, Capilano Power & Sail Squadron, ICOM Canada, Fortress Anchors, Natural Marine, Canadian Yachting Magazine, Rideau District, York West District, Salus Marine Wear, and BRP Evinrude.

Photo: Louise White  
Peggy's Cove, NS

## Sperry Top-Sider's "Son-R Technology™" Lets You See With Your Feet

Sperry Top-Sider® just announced updates to its new SON-R Technology, a patent-pending sensory feedback system engineered into a line of multi-water sport shoes. These shoes are specially designed to address the challenges water enthusiasts face when navigating across varied and unseen underfoot terrain. Whether on slippery rocks while portaging a canoe, or on the slick fibreglass of a boat, Sperry has engineered a complete collection of footwear that creates a safer and more enjoyable experience in, on and around the water.

The new line will launch in stores and on [sperrytopsider.com/son-r](http://sperrytopsider.com/son-r) in Spring 2012.



Craig Reingold, President, Sperry Top-Sider said, "Just as a submarine uses SON-R to navigate uncharted waters, our SON-R footwear technology provides sensory feedback to what is underfoot and literally lets the individual 'see with their feet' to better feel the terrain beneath them and adjust and improve agility and stability."

The patented design of SON-R Technology features anatomically positioned pods in an ultra-flexible outsole that work in concert with a textured insole containing independent chambers that respond to the pressure exerted to the foot – thus enhancing proprioceptive feedback – the ability to send sensory feedback to the

brain so that the wearer 'feels, thinks and reacts' to the terrain beneath his or her feet to aid in better stability and balance.

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

## Torqeedo Launches Next Generation of Tiller Control Electric Motors

Perfect for tenders, dinghies, motorboats and sailboats up to six tons, Torqeedo's next generation of tiller control electric outboards offers all-around improvements. The new Cruise 2.0T and 4.0T are stronger, faster, more robust and more efficient than earlier models.

A new, innovative display on the tiller shows information regarding battery charge status, remaining range, speed over ground and input power. Providing more comfort than its Cruise predecessors, it offers a 4 AWG, plug and go cable set, including fuse and main switch. A tried and tested drive train provides superior power and range from limited battery capacities. Fully waterproof to IP67 standards, these models can endure both fresh and salt water.

Operating on 48V with 8-9.9 HP, the 4.0T motor only weighs 40 lb. The smaller Cruise 2.0T operates at 24V with 5-6 HP and weighs 39 lb. Both models are offered in short and long shaft versions.

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



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## Racers Will Love the Gill Regatta Master Watch II

The lightweight, new and improved Regatta Master Watch II from Gill is designed specifically for the competitive sailor. Water resistant to 50 meters, features include a stopwatch, countdown timer – with Sync function, compass, calendar and alarm, all displayed on a large digital screen.

Serious racers will enjoy the countdown feature that gives a sound signal every minute, and in the last minute prior to the race start, the seconds count down in a large full screen display for ease of viewing. The synchronization feature allows sailors to readjust their timings to the closest minute at any time in the sequence. The large buttons on the sides of the watch help avoid any accidental 'miss-press' in the vital pre-start sequence.

There is an international dual-time facility so that two different world times may be displayed consecutively. For night-use, there's a powerful electro-luminescent backlight. With a power-saving, sleep-mode, battery life is lengthened and when the time does come to change the battery, a simple coin will remove the back cover, and once re-sealed, the watch remains totally waterproof – quick and easy, without the necessity to send the watch away.

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



## Digital Yacht Puts A Wireless "Wi-Fi" Hot Spot on Your Boat

Wireless is the "buzz" in marine electronics with more and more applications available for wireless devices such as iPhones and iPads. With lots of onboard systems using legacy NMEA 0183 data,

Digital Yacht America has devised a NMEA to WiFi adaptor – a small black box unit which converts traditional NMEA navigation and instrument data into a wireless TCP/IP feed.



Essentially, it creates a local WiFi hot spot on board your boat which your mobile device can access. Many software applications allow data to be read through an individual TCP/IP port (e.g., iNAVx for the iPhone/iPad) or SmarterTrack

2011 PC navigation software. Users just tell the software to look for NMEA on the WiFi port and the mobile device becomes wirelessly linked to onboard systems. It is a super product and a great addition to any system.

The WLN10 also provides an ideal solution for wirelessly enabling a Digital Yacht AIT1000 Class B Transponders. Couple a WLN10, an AIT1000 and download its free iAIS app and you have the perfect onboard AIS transponder system with AIS target display also available on an iPad/iPhone.

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

## Stern Lights Mount Anywhere, Fold Flat to Prevent Damage

How often have you seen another boat with no stern light driving at night? These pole-mounted lights catch on lines, get bent by can-

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vas and snap off when used as an emergency hand-hold!

Also, when Transport Canada-required 360° lights aren't needed during the day, they're often stowed to save space and eliminate visual obstruction. Rather than removing them, where they can be lost or damaged, Perko's Fold Down White All-Round Lights simply fold out of the way.

The lights are certified for use on sail or power vessels under 65' 6". Perko's designs include options with either a white translucent globe, or reduced-glare versions with a frosted globe or a black plastic top and clear fluted lens.

An array of mounting bases give these convenient folding lights many installation options. Various models fit horizontally or vertically on round or square rails. They can be surface-mounted on windshields, T-tops, arches and hard tops. Base materials include a choice of black plastic, or chrome-plated zinc alloy with a quick release lever. Easily installed with a #8 screw, the lights come with a 12V bulb and 13-14" anodized pole. LED options are also available.

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



### Innovative Stereo Components Work Together for an Installation Dream

A stereo system can bring a lot of fun and good times to a day of boating. But, installing a sound system can be tricky. However, when certain components are used together, Prospec Electronics offers a simple OEM or aftermarket solution to the hassle of mount-

ing a traditional stereo system.

Only a few components are needed to make this simplicity a reality. Those include one of Prospec's black box systems (JBL or Millennia), SEAMINI2 or SEAUSBMINI adapter plug, antenna and 2-4 transducers.

Prospec's newest transducer is nicknamed a ghost transducer, since it doesn't even require a cut out. A transducer mounts to a solid object and transfers its acoustical energy into the substrate. When this device is used with the company's black box systems, the biggest hole needed for installation is just 1 1/4"!

A major player in marine electronics since 1981, Prospec Electronics manufactures and distributes marine-quality products and accessories, including SeaWorthy, Millennia, Infinity and JBL. [www.prospecelectronics.com](http://www.prospecelectronics.com)



### Convenient Deck Plate Keys are Always at Hand

Murphy's Law dictates that when a deck plate needs to be accessed, the key will be nowhere to be found. Perko prevents this from happening by offering three handy tools that slip easily onto a key chain.

The black plastic 1241 Deck Plate Key fits a majority of Perko deck plates, including 1 1/4" and 1 1/2" models. It also works with other slot-type deck plates. Lugs measure 1 1/8" centre to centre, spade length is 1" and overall length is 4". It includes two key chain holes. Model 1247 fits the same deck plates but at just 1 3/4" long,

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is tiny enough to slip into a pocket.

Perko's 1248 Deck Plate Key incorporates an angled design in black plastic or zinc alloy. It comes in four models to open 1"- 2 1/2" deck plates. A 1" spade on the handle takes care of many slotted deck plates. Overall lengths range from 3 3/8"- 4 3/8", with one key chain hole.



These are priced to enable owners to keep a few spares around.

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

### Keep an Eye on Things with Gost™ "Mini Ball" Cameras

GOST™ (Global Ocean Security Technologies – formerly Paradox Marine) has introduced several new models of its GOST Mini Ball Camera. The camera is now available in PAL, reverse image (NTSC and PAL) and also in wide angle with a 2.8 mm lens for enhanced security and surveillance on board.

Measuring only 2.4 inches (61 mm) in diameter, this rugged, marine grade, water-resistant and tamper proof analogue camera – just slightly larger than a golf ball – can be mounted discreetly inside or out –



and it won't detract from a boat or yacht's decor or ambience. The GOST Mini Ball is now the company's primary camera and will be included in all GOST Watch HD & GOST Insight HD packages.

"This has allowed us to reduce the cost of our cameras while expanding the line and pass significant savings along to our customers," said GOST President and CEO Jay Keenan. The standard model features a 3.6 mm fixed lens for outstanding picture quality and all versions incorporate 540 TV lines in colour for high resolution. A Day/Night function automatically senses light changes and switches the camera mode from colour in bright light to monochrome at night or in low light conditions, using state-of-the-art LED technology.

You can even mount a couple of these in your engine room to monitor that while underway!

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

### Protect Your Boat from Chafing with "No-Wear" Guards

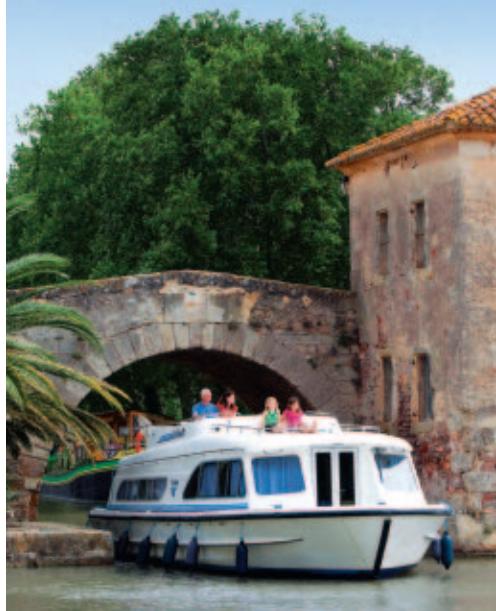
Chafing and rubbing from mooring lines, sheets, halyards and fender ropes can ruin the appearance of your boat and cost a fortune to fix. No-Wear Guard can stop the chafing damage on almost every kind of boat.

No-Wear chafe guards are the first in the world to combine high-quality, flexible marine grade stainless steel with an aircraft-quality adhesive, creating a product that will look great and protect your gel coat, wood or plastic for years to come.

No-Wear chafe guards are designed and manufactured from polished 316 marine-grade stainless steel backed with a very thin layer of high-performance aeronautic adhesive developed by 3M

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No-Wear chafe guard is ultra-thin and highly flexible. At only 0.05mm (or 0.002 in.) it's half as thick as the average human hair and will conform to almost any surface or contour on your boat, leaving a super-smooth, super-tough surface that resists damage by rubbing ropes.

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

### Autotether™ Gives Wireless Freedom in an Engine Shutdown Safety System

In the U.S., new engine shutdown regulations are being introduced but doesn't a safety switch system make a lot of sense anyway?

Autotether's™ wireless lanyard system recently received the Connecticut Technology Council 2011 Innovation Pipeline Award as the most promising new technology product of the year.

"We're honoured to be recognized by our home state Technology Council. With the U.S. Coast Guard currently developing a regulation to require the installation and use of engine cut-off switches, this award couldn't come at a better time for our company," said Autotether CEO Anthony Viggiano.

The new Coast Guard regulation would require the installation

that forms a permanent bond with any non-porous surface. The adhesive remains stable in temperatures from -40°F to +250°F (or -40°C to +122°C) so it won't come off, even in the most extreme boating

and use of engine cut-off switches (lanyards) for boats less than 26'. Lanyards turn off a boat's engine if the operator is ejected from the boat, preventing boating injuries and casualties caused when people are struck by the boat or its propeller.

While cut-off switches are already standard equipment on most small powerboats, the factory-installed systems require the operator to be tethered to the boat. As a result, these systems limit mobility on board.

The Autotether Wireless Lanyard System is an easy-to-install, unobtrusive wireless unit. No wiring or tools are required – the system clips to the existing kill switch and is self-powered with AAA batteries.

A small personal sensor sends radio waves to a receiver connected to a boat's engine and Autotether shuts off the engine if the boat operator falls into the water. It also sets off an alarm if passengers on the boat wearing the Autotether sensors (including children and pets) fall into the water.

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

### "Psi Bands" Quell The Queasies At Sea

There is a simple product that should be aboard every boat, yacht or ship. Psi Bands are drug-free acupressure wristbands for the relief of nausea due to travel (motion sickness). Psi Bands are a "must-have" product for cruisers, boaters and anyone who enjoys



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Booth# 265

[mustangsurvival.com](http://mustangsurvival.com)



spending time on the water, but doesn't enjoy the nausea that sometimes comes with it.

What sets Psi Bands apart is that they come in five different fun designs (two of them unisex), and are uniquely adjustable in two areas, around the wrist like a watch and at the acupressure point for personalized comfort. The FDA-cleared bands are also waterproof (no more soggy wrist bands), reusable, and affordable.

Psi Bands (pronounced "sigh bands" as in breathe a sigh of relief) were invented by two "mompreneurs"

after personally experiencing many months of morning sickness during each of their pregnancies and finding nausea relief due to wrist acupressure. In fact, in addition to relieving motion sickness, Psi Bands provide nausea relief due to pregnancy (morning sickness), anesthesia, and even chemotherapy. Psi Bands are drug-free, avoiding common side effects caused by nausea medications, including blurred vision, dry mouth and drowsiness.

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

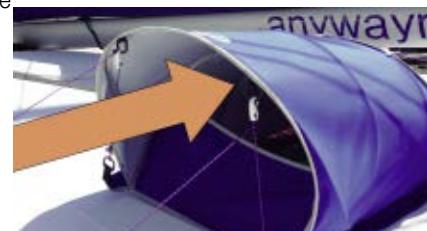
## Maximize Ventilation Below with the All-Weather DORCAP

ATN's DORCAP is a great all-weather aerator for the cruising life. Why listen to the air conditioning grind away all the time?

The innovative DORCAP is fastened over your open hatch, maximizing the ventilation below deck, and it can be reefed down for squalls, rain and changing weather.

The DORCAP is self-standing so it does not require a halyard to stand up and it acts as a true dorade. Even if the rain is blowing in horizontally, the design of the DORCAP prevents the water from coming in, while still allowing the air to enter the open hatch. The DORCAP mounts over standard size hatches and comes in three sizes to accommodate most hatches.

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



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# Searching for the Ideal Engine Room

By Andy Adams

**SO**, I have to open with a joke. There are two kinds of people in the world: those who divide all the other people in the world into two kinds of people, and those who don't.

For the purposes of this article, I do!

To be more specific, I divide boaters into two kinds of people: those who want to play in the engine room and those who don't. Whether your boat is power or sail, you are almost certain to have an engine and every engine needs maintenance and occasional repair.

Boat engines lead difficult lives. They sit there unused, cold and damp in the engine room for days, weeks, sometimes months and then we expect them to fire right up and – within a few minutes – be able to run at maximum RPM.

They'd better be able to run at maximum RPM. If they can't take full throttle, you may not get the boat to plane

off. Also, if they can't make it up to maximum RPM, you know that something's wrong.

Perhaps the engine isn't getting enough air. Something may be blocking the ventilation that could heat things up and even cause a fire. An engine that won't reach maximum RPM may have a fuel delivery problem, ignition or timing problems; another possibility is that the transmission or drive system has a problem.

A salty old master mechanic once told me that, at least for a short blast once the engine is warmed up, you should take it to maximum RPM every time you use the boat. Whether you agree or not, it's something to think about.

If you're the kind of person who doesn't want to go into the engine room, that advice is particularly valuable. Instead of getting your hands dirty, your observations of how your boat is running

is the best way to tell if it needs service (outside of regular maintenance intervals, of course).

If you are the other kind of person who does like to venture into the engine room, just looking around and checking for problems is a great way of avoiding problems when you're out on the water.

You might see a coating of oil, a dusting of rubber fragments on engine parts or on the floor and you might smell oil or worse, fuel in the bilge. These are all obvious signs of trouble. Get the mechanic to check it out before you head out.

The well-rigged engine room helps you to be proactive about inspecting your engines and drives.

We have found that many new boat builders have rigged their engine rooms with clearly visible seawater strainers, brightly marked oil dipsticks, visible indicators on trim pumps for the fluid level, sight glasses for coolant levels and large



38 Salon Express



42 Salon Express



42 Hard Top Express

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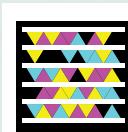
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This is the engine room on Cruisers Yachts 48 Cantius looking over the port side Volvo IPS diesel engine to the transom where a technician is working. The lighting is very effective and there is 50 inches of headroom.



To maximize the interior accommodations, this yacht has the floor down as close as possible to the top of the diesel engines. The area is really too small for an owner to safely get in unless they lift out the floor panels over the engines.



On this express cruiser a large cockpit section lifts electrically offering good access. Electric lifts should have a manual release in case the power fails, but they're often heavy to open.



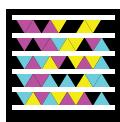
This is the entrance to a very spacious and well-rigged engine room, but it's six steps down the ladder and as you're trying to get your footing, there's not much to hang onto. Gas lift struts hold the hatch cover open.



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glass bowls on oil filtration systems so that one can easily see if water or other contaminants are fouling the oil.

The best engine room is the one that's easy to get to for maintenance.

However, with all the boat reviews we do at Canadian Yachting, we often think that engine room access takes a back seat to design and layout. It sometimes seems that the mechanical systems are dictated by stylists, not the engineers or the technicians who will

be doing the maintenance and repair work later.

Our biggest concern is for our readers' safety should they experience mechanical problems in rough water when the engine is hot. Crawling into the engine room when the boat is rocking with winds and waves risks injury. So, let's avoid needing to go there.

Among the top quality, popularly priced boats, we have long felt that Cruisers Yachts does a particularly

good job with its engine room rigging. So, when we were at the facilities in Oconto, Wisconsin, we interviewed Jon Viestenz and Todd Trepanier while on board the new Cantius 41. Todd guided us to the finer points of that engine room and we made a short video about it. You can see that on the Canadian Yachting website at [www.canadianyachting.ca](http://www.canadianyachting.ca).

If you are doing some new boat shopping at the shows this winter, or working with a broker to find you your dream boat, these ideas and suggestions should help you avoid an engine room nightmare.

First, look for a boat that was built to American Boat and Yacht (ABYC) standards. These are largely reflected in Transport Canada construction standards and National Marine Manufacturers Association (NMMA) standards. Ask your dealer for information.

Then, make sure battery and electrical connections and switches are accessible and clearly marked.

Next, consider how you can physically get into the engine room if a breakdown were to occur in high waves. Is there a risk of hitting your head, getting burned on a hot engine part, falling down a ladder, or losing your balance?

Is there access all around the engine(s)? You want to see all sides when checking for an oil leak. Are oil dipsticks and filter sight glasses easily checked? Can you physically reach all critical systems like hydraulic steering hoses and connections, fuel lines, and important electrical connections without crawling over a hot engine?

Could you clear a raw water strainer or shut a through hull fitting? Is there strong enough light in there to even see, let alone fix a problem?

Taking a powerful flashlight is good too; you can never have too much light in the engine room.

Hopefully, the builder has clearly marked every line and wire so you know what each one is for. If they haven't done that, work with your dealer's mechanic to put a big label on all important parts.

Take the owner's manual with you, or print one off (if it has not been supplied) and keep that copy handy too.

If you do have to go below in an emergency, station another person nearby and talk your way through it. Finally, don't be afraid to call for help if you need it! •

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# Paul Tingley

## Canada's Two-Time Paralympic Medalist...So Far

By CYA Staff

**FOR MOST OF** our Canadian hopefults, the road to London has been a challenge, and the chance to represent Canada at the Games a feat in itself. For one Canadian sailor however, it's business as usual.

Paul Tingley was an accomplished skier, when at 24 he experienced a life changing accident that left him with permanent spinal cord damage. At the age of 25, Paul began sailing at the recommendation of his physiotherapist. He fell in love with the sport, claiming the feeling of the wind on his face reminded him of racing down the ski slopes. Paul trained hard, and with the support of those around him, overcame his disability and reached new heights.

*Fast forward to 2012: This will be Paul Tingley's 4th Paralympic Games. He competed in the inaugural sailing*



event at the 2000 Sydney Games in the double-handed Sonar class (Bronze Medal); in 2004 in the single-handed 2.4M keelboat; and again in the 2.4M in

Skandia Sail for Gold 2011.

2008 (Gold Medal). At the recent IFDS worlds, Paul qualified to represent Canada in 2012 at the London Games. Having achieved so much already, one has to wonder where you go from here? We got in touch with Paul to find out!

**You have had a great deal of success in the past. What is it about the sport of sailing that keeps you coming back?**

I just enjoy the game of sailboat racing and chasing that invisible force of nature – the wind. It is elusive, fickle and there are no guarantees in its behaviour. It's like trying to solve a new mystery with each race and identifying the strategic factors that will make the difference for that course. And it's addictive.

**What are your goals going in to these Games?**

To be well-prepared and execute on game day. I have a great support team and I'm optimistic that I'll perform well and hopefully enjoy a podium position.

**How do you push yourself to constantly be improving when you have already won a Gold Medal?**

There is so much to know in our sport; I am driven by being a student of

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the game. I think about how solid the competition is and I know that I have to work as hard if not harder to be successful. The work before the regatta is where most of the results come from.

### What is different this time around?

This is my fourth Games. I don't see it being any different from the others. I am not thinking about defending a Gold Medal. I'm trying to execute the maneuvers we practice over and over. It is just another regatta however it has a lot more hype and pressure attached to it. But, at the end of the day, it is just doing what we do – race sailboats.

### What is the most challenging aspect of running an Olympic campaign?

The most challenging aspect is raising the money for the campaign and the time involved. The logistics of travelling and transporting your boat is difficult. The sacrifices away from family and friends can be tough. Self-doubt is the worst enemy, but be patient and remain positive. It will happen if you keep at it.

### How has the sport evolved since its induction to the Sydney Games in 2000?

Paralympic sailing has become a lot more popular with more and more countries competing each year. In 2008, they added a two-person boat (Skud 18) and a three-person boat (Sonar). The developments in boat optimization have grown as well, which can be expensive.

### What was behind your decision to move from the Sonar to the 2.4M?

After 2004, our Sonar team decided to retire, and I moved back to Halifax to begin solo sailing. As a crewmember for six years, it was very humbling to start solo sailing and taking responsibility for all my mistakes. And there were lots of mistakes along the way!

### How has your mental game changed?

When you go to the Games, it can be very distracting. You want to see and participate in all the activities going on around you, but you cannot lose sight of the fact that you have a job to do. Now, I think I just find a better balance between the two. I think the pressure is lifted as well with more experience.

### Has the level of competition increased?

The top competitors are still com-



2008 Beijing Paralympic Gold Medal.

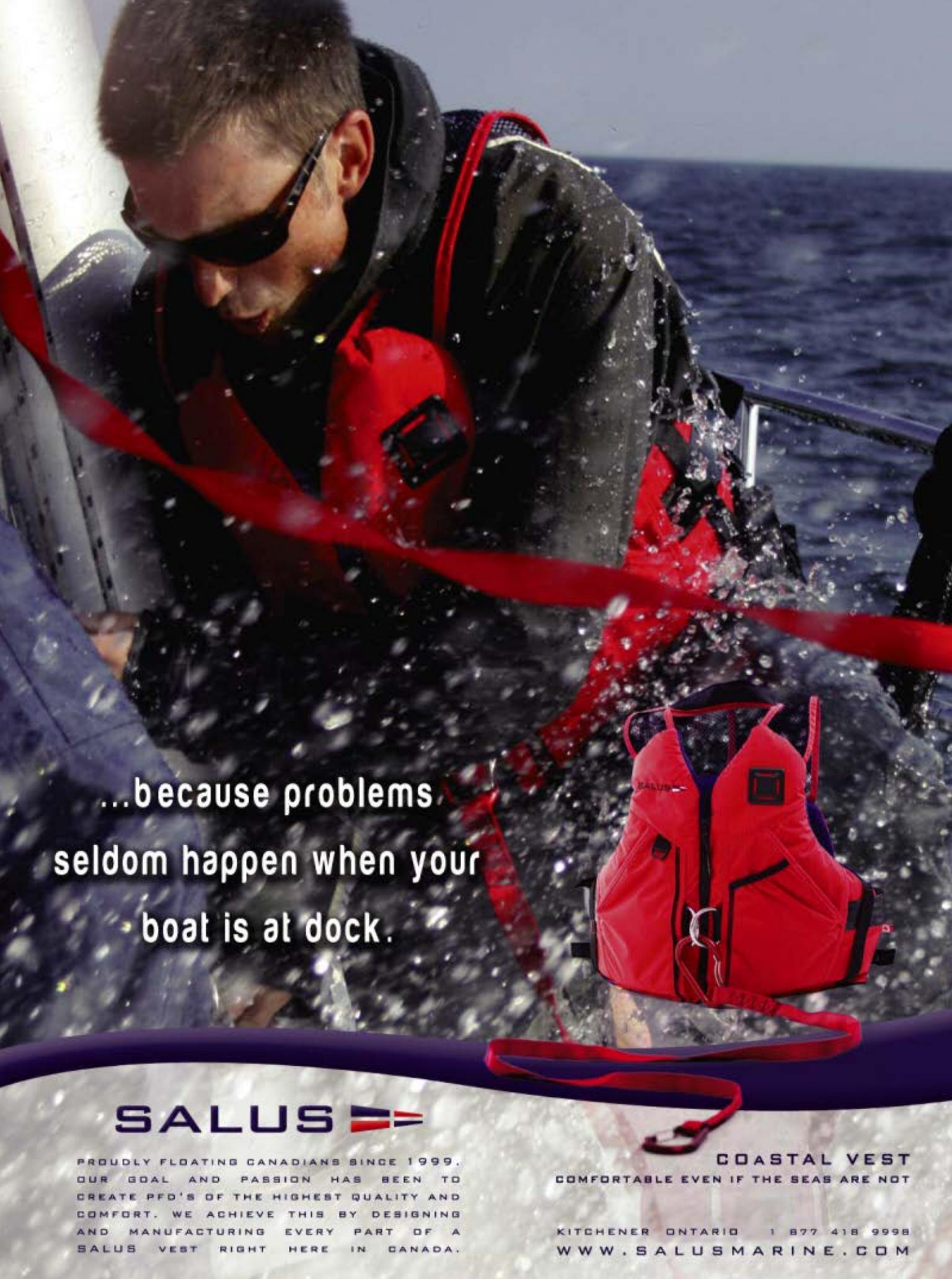
peting and we have a lot of new people too. The mix in age shows that the young and hungry competitors will be competing with the more experienced competitors. There are new sailors in their early 20s who are having breakout performances. It will be interesting to see if they can keep that momentum up for the Games.

### What is the significance of having qualified early for 2012?

It has its pros and cons. It certainly helps to fundraise for the Games. There's more time for planning and logistics. Making a 14-month plan, if executed well, will help me work with greater confidence. However, I could become less energetic about my goal without the pressure of a trials to perform at.

### You started sailing later than most. What has contributed to your rapid advancement in the sport?

It's never too late to start sailing. I started competitive sailing at 25 years old and threw myself into the lifestyle. After working hard at something for over 10 years, it shouldn't matter when you started; you'll be proficient at what you choose to do. If I did take any shortcuts to get where I am, it would be that I have no clue how to do boat repair work. I don't know how fibreglass is repaired and I don't own a drill. I contract that out to the people who do.



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## What can you say about the 2.4 mR class?

The 2.4 mR has great potential. Until you sail it, you just don't know how sophisticated it is. The controls for the mast and sails are unlimited. It is popular with bigger boat owners who are looking for an easier way to sail without finding crew. It has good racing in Toronto, and is growing slowly in Vancouver, Montreal and Halifax. It has been chosen as a Paralympic boat for the Canada Games that will help to build the class. Plus there are rumours that it could be included in the Pan Am Games in Toronto 2015.

## What advice do you have for an aspiring Olympian?

Sail hard! It is a big effort and sacrifice to commit to a campaign and there will always be ups and downs. Keep a positive outlook and don't be too hard on yourself if you aren't getting the results you wanted at first. Be honest with yourself in identifying your weaknesses. Keep at it and the results will come. Get to



2008 Gold Medal Celebration.

know your style, whether aggressive or conservative, and commit to it. Take risks when you think the opportunity is right, and follow your gut decision on the race course.

## Where do you see yourself post-2012?

Hard to say right now what will happen after 2012. I'm only planning for one quad at a time. So we will see. I will always be involved with sailing in one way or another.

## What is a day in the life of Paul Tingley like off the water?

If I am not sailing, I take the opportunity to travel around the area I'm staying in. I usually start with Wikipedia info and some Internet surfing; it all helps you to have an interesting adventure for the day with friends.

## Do you have a sailing mentor? Life mentor?

There are many great sailors from all the different disciplines of sailing. I read their stories and take wisdom away from them whenever I can. If I had a sailing style that I could relate to a hockey player, I would hope it was Peter Forsberg.

The London Olympics will feature 10 sailing events (six for men, four for women) and will run from July 29th to August 11th. The Paralympic event will run from September 1-6 and feature three events. Sailing will take place in Weymouth on the Portland harbour. •



HENRI LLOYD

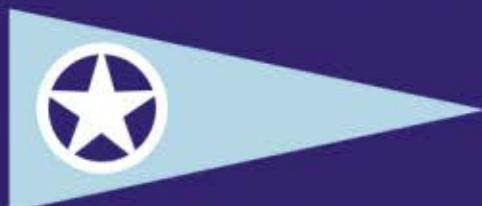
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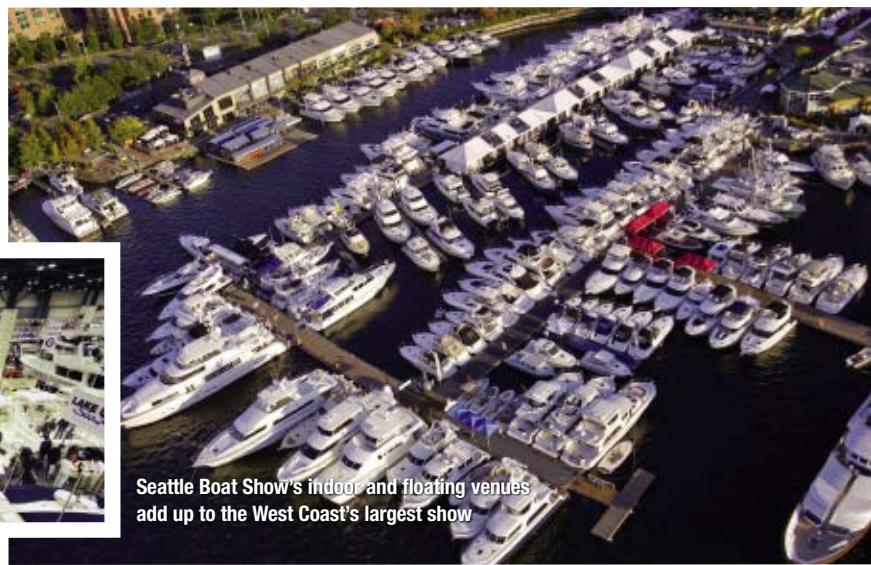
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## New Power and Sail Models Make West Coast Debuts at Seattle Show

The 2012 Seattle Boat Show, the largest on the West Coast, runs January 27–February 5 indoors at CenturyLink Field Event Centre and afloat at South Lake Union. Organized by the Northwest Marine Trades Association, the show marks its 65th anniversary this year.



### Highlights at CenturyLink Field

Lake Union Sea Ray will have the largest space and the largest number of boats on display, 75 to 80 sport boats, cruisers, fishing boats and yachts, including the Northwest premiere of the 450 Sedan Bridge with diesel Zeus-Pod Joystick Control and the Boston Whaler 210

Montauk—the largest Montauk to date.

Between Cobalt and Malibu boats, Seattle Boat Company will have more new models than they've ever featured before at a January show, including the Cobalt 220, 26SD, 273 and A28, and the Malibu Response TXi and 22 MXV.

### Highlights at South Lake Union

Marine Servicenter will exhibit a Jeanneau 44 Deck Salon and a Hunter e33, both West Coast debuts.

Grand Yachts Northwest will feature three 2012 Grand Banks yachts: the 53

*Continued on page 137*

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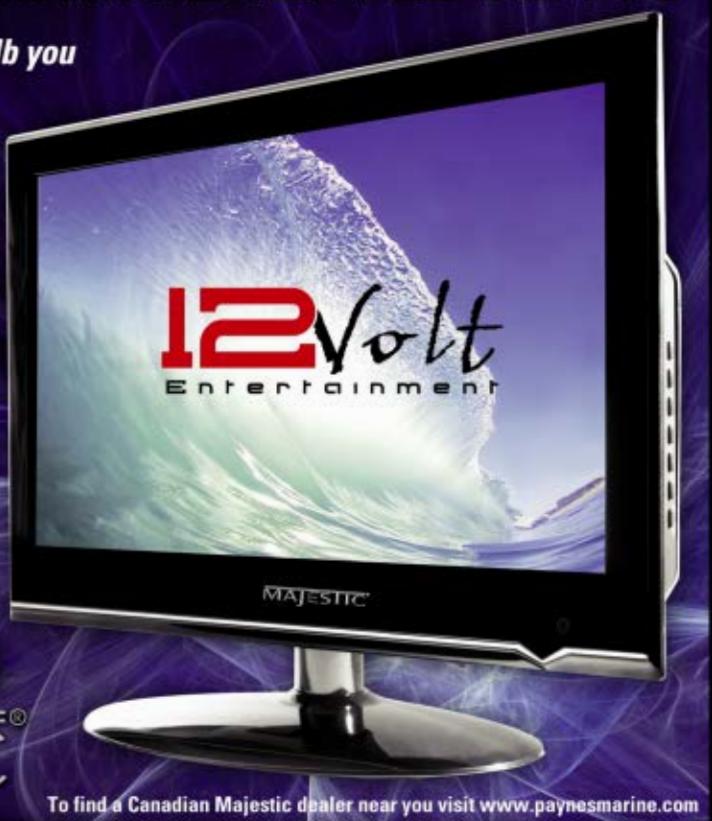
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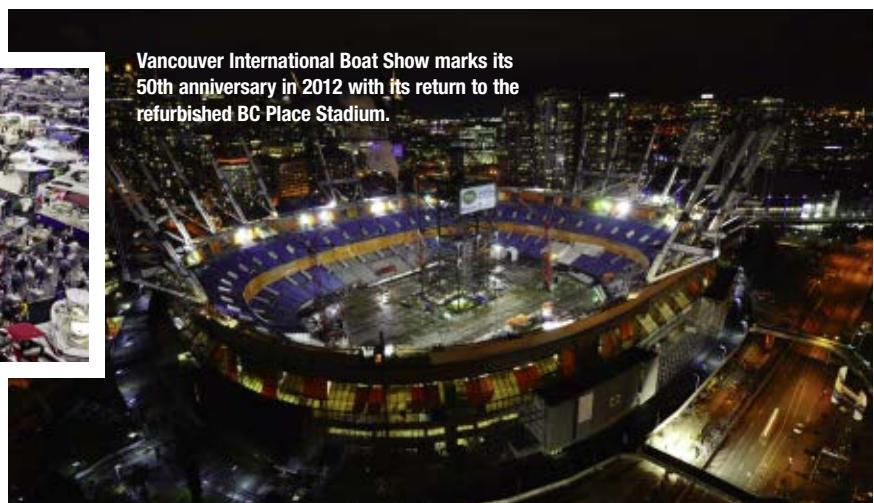
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## Vancouver Boat Show returns to BC Place for 50th anniversary



Vancouver International Boat Show marks its 50th anniversary in 2012 with its return to the refurbished BC Place Stadium.



The Vancouver International Boat Show marks its 50th anniversary this year by returning to the re-roofed and refurbished BC Place Stadium after a two-year absence. The show also moves its in-water venue to Granville Island Maritime Market and Marina. Show dates are Wednesday to Sunday, February 8-12.

In 2010, the boat show was displaced by the 2010 Winter Olympics and cancelled, while subsequent roof renovations at BC Place shifted the 2011 show to the new Vancouver Convention Centre, a

smaller venue.

The indoor show is open 11 am to 9 pm Wednesday to Friday, 10 am to 7 pm Saturday, and 10 am to 5 pm Sunday. The Granville Island venue closes at 5 pm daily. Admission is \$15 for adults or \$25 for a two-day pass, \$13 for seniors (65+), and free for children 16 and under,

accompanied by an adult.

Free shuttles run throughout the show between BC Place, 777 Pacific Boulevard, and Granville Island.

Visit [www.vancouverboatshow.ca](http://www.vancouverboatshow.ca) for discount admission, schedules and show updates.

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Continued from page 134

Aleutian RP, the 41 Heritage EU and the 46 Eastbay SX.

Signature Yachts will have the Beneteau Oceanis 41 and 45, both West Coast debuts.

The show's seminar program is always a major attraction for its quality, variety and volume. There are more than 200 free seminars during the show and advanced seminars through Boat Show University for a fee.

Show tickets are \$12 for adults or \$24 for a five-day pass; \$5 for youth aged 11-17 and free for children 10 and under. Online ticket purchasers will receive \$20 off at Fred Meyer, a free cup of clam chowder at FX McRory's and a free one-year boating magazine subscription.

Show hours at CenturyLink Field: Monday-Thursday 11 am to 8 pm, Fridays 11 am to 9 pm, Saturdays 10 am to 8 pm and Sundays 10 am to 6 pm (4 pm Sunday, February 5). Hours at South Lake Union: weekdays 11 am to 5 pm, weekends 10 am to 5 pm. A free shuttle runs continuously between the two venues.

Visit the show website at [www.seattleboatshow.com](http://www.seattleboatshow.com) for a complete listing of all seminars, as well as the latest news about exhibitors, brands, seminars and promotions.

### Advanced Technologies

Three Vancouver-area manufacturers of quality marine hardware have merged into one company that is fast gaining a world-leading reputation. Advanced Marine Technologies combines three separate and strong brand names: Diamond Sea Glaze, maker of quality marine windows and doors; Manly Marine, maker of commercial-grade doors, hatches, and windows; and, Steelhead Marine, manufacturer of yacht cranes and davits. With OEM status with a number of leading yacht and commercial boat builders, the launch of the innovative Smart Glaze technology for Cheoy Lee Yachts and the ES line of yacht cranes, the group is building on past reputations to become a major supplier to the commercial and yacht building sectors. DSG and Steelhead are located in Langley; Manley in North Vancouver. — Robert Buller  
[www.advancedmarinetechnologies.com](http://www.advancedmarinetechnologies.com)

### Cruise Company Honoured

Maple Leaf Adventures, a Victoria-based sailing expedition cruise operator, has taken one of three top spots in the 2011

Responsible Tourism Awards, in the category of tourism in a marine environment. The international awards honour tour operators that preserve, respect and benefit their destinations' cultures, communities and biodiversity, inspiring positive change in the tourism industry.

"It's an incredible honour for all of us here at Maple Leaf Adventures to be recognized for responsible tourism," said Kevin Smith, president of Maple Leaf

Adventures. "Ever since Maple Leaf first set sail it's been important to set an example of tourism with a complete commitment to social and environmental sustainability."

In recent years, Maple Leaf Adventures has ranked as a leading adventure company by National Geographic Adventure, National Geographic Traveler and Frommer's.

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X-41 Matrix sailing with EM Membrane sails

Photo Credit: Louise Smith

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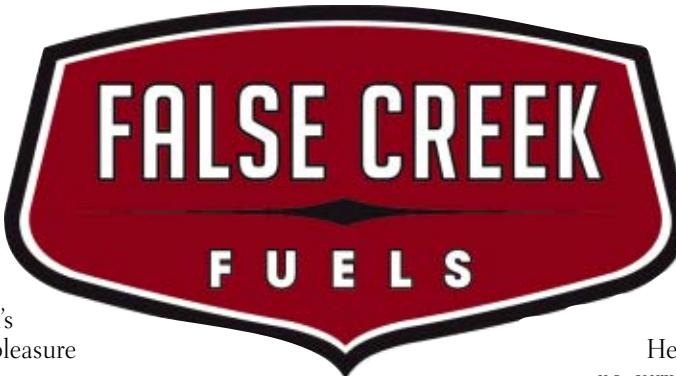
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## Fuel Docks Reopen in False Creek and Fisherman's Cove

Nearly three years after Esso closed its fuel docks along the southern BC coast, private operators have taken over marine fuel service in Vancouver's False Creek and West Vancouver's Fisherman's Cove, serving two of the Lower Mainland's largest concentrations of pleasure boats.

In early July, Michael Short opened False Creek Fuels in the former Esso barge adjacent to Burrard Bridge Civic Marina, while former operator Bruce Falkins reopened the Fisherman's Cove dock. Short's facility serves more than 2,000 boats in False Creek's nine marinas, as well as commercial traffic such as creek ferries, water taxis, fishing craft and whale-watch operators. The Fisherman's



Cove barge serves a further 1,000 boats in its vicinity.

Esso's decision to close its docks in 2008 aroused the ire of customers who had to find alternate ways to refuel: hauling jerry cans down marina floats, making extended trips to other barges, or turning to fuel delivery services.

Short noted that the process of securing approvals from local and provincial governments took much longer than expected, but he praised the governments and the oil company for working together to get the docks back in operation.

He added that Esso's decision was no surprise – most major oil companies have left the marine fuel business, with only Chevron still operating in BC waters.

False Creek Fuels offers gasoline, diesel, oils and filters, marine and fishing supplies and an oil pump-out; Burrard Marina is also installing an expanded sewage pump-out float near the fuel dock.

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

Fisherman's Cove Marina

Tel: 604-921-7333

A collage of four images: a man working on a boat deck, a man pointing out over the water from a boat, a woman in a red jacket on a boat, and a red and white life preserver.

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# A Grand Weekend



All sizes and vintages of Grand Banks, Eastbays and Alaskans gathered at Telegraph Harbour Marina for their annual rendezvous.

PHOTO CREDIT: Sandi Playsted Photos

The crews of nearly 30 Grand Banks and related marques of all vintages and sizes shrugged off ominous weather forecasts to gather at Telegraph Harbour Marina for the GB Cruising Club of BC's annual rendezvous September 23-25. While forecasts of strong winds caused a few boats to stay home, those who made the trip enjoyed warm, dry fall weather for most of the weekend and appreciated being tied to a dock while the weather blustered elsewhere!

On Friday evening, the group made

quick work of entries in the annual Appetizer Contest, then danced up a storm to a Roy Orbison concert video. Saturday morning's program featured presentations about yacht insurance by Paul Mendham of Navis Marine Insurance, and about working with boatyards by Drew Irwin of Philbrook's Boatyard. Next up was Emergency Tiller Golf – a fun (and mandatory!) way of encouraging crews to find the massive implements that came with their boats...in case they

might need them someday. Mark Bourgeau (GB 36 *Classic McDaniel*) took honours as first to locate his tiller, while Wilf Bradley's (GB 36 *Europa Summer Isle*) tiller was best turned-out – still in its factory wrapper! The Saturday evening barbecue dinner was superb, thanks to a day's hard work by the volunteers. Brian Kell of local GB dealer and rendezvous sponsor Grand Yachts, wound up the festivities with draw prizes and kudos to the weekend's volunteers.

On Sunday morning, it was time to face the music: gale-force winds in the Strait of Georgia. Some boats departed early in search of weather windows, while Vancouver Island boats made mostly sheltered dashes home. A lucky few with time on their hands did the prudent thing and stayed tied to the dock. – Duart Snow

*Planning a rendezvous or club cruise? We'd like to hear about it. E-mail us in advance with details at [duartsnow@ker-wil.com](mailto:duartsnow@ker-wil.com) and send us a short report and photos afterward. We'll try to run as many stories as we receive.*



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## Are You Dreaming of Media Fame? Do You Own a Yamaha?

Continuing with their grassroots advertising approach, Yamaha Motor Canada is spotlighting real world Yamaha owners in its 2012 ad campaign.

After asking Canadians 'What Kind of Yamaha Are You?' the company now wants to know, 'Why do you Yamaha?'

"We had a great response to last year's ad campaign, where we invited Yamaha



owners to upload photos of them with their Yamaha to our Facebook page," says Yamaha Motor Canada's National Marketing Manager, Tim Kennedy. "We received hundreds of photos, and placed

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many of them into our corporate advertising. Now we want to know why they choose Yamaha."

What's the process to entering Yamaha Motor Canada's new ad campaign? It's simple:

Organize your best 'you and Yamaha' photos.

Write down the reasons why you choose Yamaha.

E-mail your photos and testimonial to [horizons@yamaha-motor.ca](mailto:horizons@yamaha-motor.ca).

"For each person featured in Yamaha's 2012 ad campaign, we will send them a \$250 Yamabuck, good for anything and everything Yamaha at their local dealer!" adds Kennedy. "This includes many of our partners like Irish Setter, AXO, Yamalube, TRIC, and more."

What are you waiting for? Send in your photos and story and you could be Yamaha's next star!

## Halifax International Boat Show – Largest Boat Show in Eastern Canada



The Halifax International Boat Show is the largest boat show in Eastern Canada. Exhibited boats range in size from 6' to over 30' and include runabouts, cruisers, motor yachts, sail boats, sailing dinghies, pontoon boats, bass boats, inflatables, RIBS, canoes, kayaks, and personal watercraft.

This is a personal show where guests can have a relaxing conversation and get valuable information. Drop by the Discover Boating Centre and find out why life is better with a boat!

Or, if you have been boating for some time, you may be looking for information on moving up in size, buying new for the first time after buying pre-owned in the past or perhaps getting into a new type of boating altogether. Want to know about boating courses, safety information, boat financing? All your boating questions can be answered at the Discover Boating Centre. Plus there are exhibits of marine

## S.S. Keewatin - A Piece of Canadian Maritime History is Coming Home.



Canadian Pacific Railway Steamer Keewatin leaving Port McNicoll, Ontario.

PHOTO CREDIT: CNW Group/Skyline International Development Inc.

Skyline International Development Inc. has announced an agreement with Douglas, Michigan entrepreneur R.J. Peterson to purchase and repatriate the S.S. Keewatin – the crown jewel in the Canadian Pacific Railway's once-mighty Great Lakes Steamship fleet – to its original home in Port McNicoll, Ontario. Municipal council in Tay Township, which encompasses Port McNicoll, has passed a motion allowing the vessel to return.

The agreement follows four years of negotiation to relocate S.S. Keewatin from Saugatuck, Michigan, where she has been docked since 1967, after being purchased by the Peterson family and converted into a maritime museum. The Edwardian-era vessel, launched July 6, 1907, was retired in 1966 after spending almost 60 seasons ferrying passengers from Port McNicoll on Georgian Bay, to Port Arthur (Thunder Bay) on Lake Superior.

The ship was purchased by Skyline Development and will be donated to the R.J. and Diane Peterson Great Lakes and S.S. Keewatin Foundation, which will operate and maintain the vessel as a maritime museum. The Keewatin will be moored in a new waterfront park in Port McNicoll – mere steps from the original location where it was originally tied. The park will feature a replica of the town's original train station and surrounding English Royal gardens.

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

equipment, engines, electronics and accessories and this show is a place for boaters to SHOP!

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

### 2012 Toronto International Boat Show Offers Great Family Value!

The 54th Annual Toronto International Boat Show, Canada's largest, most popular marine marketplace, sets sail January 14-22, 2012. It's your best opportunity to discover the boat of your dreams at the Direct Energy Centre, Exhibition Place. From fishing to cruising to family fun, there are boats for every lifestyle, activity and budget. There's no better time to buy! Don't miss all the newest marine products and services PLUS on-the-water boating activities, boat rides, wakeboarding and boat han-

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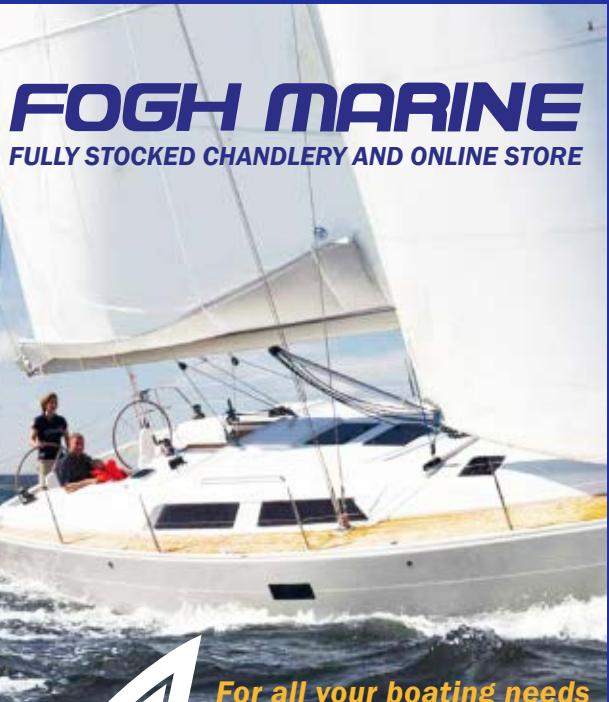
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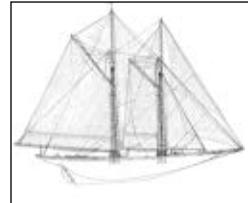
ding demonstrations on the world's largest indoor lake in Ricoh Coliseum. All activities are FREE with admission! Put

some summer in your winter at the Toronto International Boat Show and experience a fun-filled day of product demonstrations, special guest seminars and aquatic attractions!

There is a special VIP Preview Night on Friday, January 13; then the show opens to the public Saturday January 14 through to January 22, 2012 at the Direct Energy Centre, Exhibition Place. [www.torontoboatshow.com](http://www.torontoboatshow.com)

## Following The Successful Restoration of the Bluenose II, Covey Island Starts on Columbia

One of the companies that is currently sharing its marine-industry talents in the restoration of Canada's sailing icon, Bluenose II, will soon be putting that same remarkable expertise to work to help re-create one of the famed schooner's greatest rivals.



Covey Island Boatworks is pleased to announce that it will be providing all ten of the spars, standing and running rigging, mast hoops and rig metal work for the schooner Columbia, a replica of the 140-foot schooner that sailed out of Gloucester, Massachusetts, in the 1920s.

"We are delighted to be part of the new Columbia project," said Covey Island Boatworks president John Steele. "This vessel, and its historic connection to the Fishermen's Cup Races, to the Bluenose and so to Lunenburg, makes it an honour for our company to have been chosen," he added.

The Eastern Shipbuilding Group, based out of Panama City, Florida, is building the replica schooner Columbia.

Covey Island will be working in partnership with EYE Marine Consultants of Dartmouth and Capt. Dan Moreland to engineer and design the rig and Michele Stevens Sail Loft Ltd., of Second Peninsula, who will be providing the sails for Columbia. A. Dauphinee & Sons will be producing the 100-plus traditional blocks required. LaHave Marine Woodwork is to provide the mast hoops and Standfast Fittings of Blue Rocks will fabricate the stainless steel mast fittings. [www.coveyisland.com](http://www.coveyisland.com)

## Victoria Classic Boat Festival

Every Labour Day Long Weekend Victoria's Inner Harbour is the place to be when classic sail and powerboats from throughout the Pacific Coast and beyond arrive for the Classic Boat Festival. This is the premier wooden boat show in the Pacific Northwest drawing more than 200 vessels in a wide variety of categories from Steam Launches to gaff rigged Schooners. This event starts August 31 to September 2, 2012 at the Inner Harbour, Victoria BC.

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

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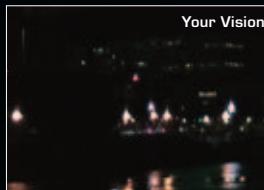


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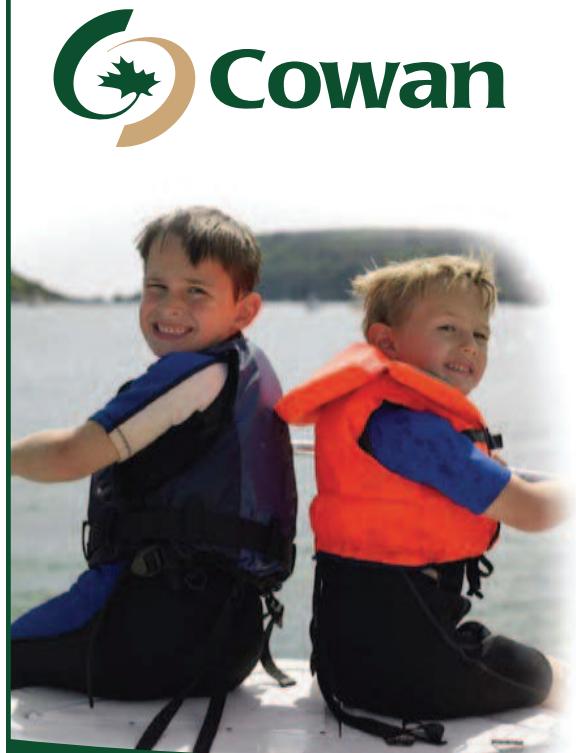
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Hughes 31	1982	\$ 19,900
C&C 30	1972	\$ 19,000
Hunter 306	2003	\$ 59,900
Pearson Flyer 30	1981	\$ 16,900
CS 30	1985	\$ 42,500
Catalina 30	1989	\$ 29,900
Express 30	1982	\$ 17,900
Odyssey 30	1987	\$ 49,500
Acadian 30 Yawl	1970	\$ 19,900
Catalina 30 MKII	2003	\$ 76,900
Catalina 30	1986	\$ 22,900
Alberg 30	1975	\$ 15,000
Bayfield 29	1978	\$ 17,900
Catalina 28 MKII	2004	\$ 78,500
HR 28	1969	\$ 7,400
Grampian 28	1975	\$ 12,500
Grampian 28	1975	\$ 19,500
Aloha 28	1976	\$ 12,900
Whitby 27	1976	\$ 9,900

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Mirage 27	1981	\$ 9,900
Thunderbird 26	1964	\$ 5,000
Thunderbird 26(F)	1972	\$ 5,000
Tanzer 26	1976	\$ 8,900
Catalina 25	1985	\$11,900
Hughes 25	1970	\$ 4,900
Shark 24	1970	\$ 6,500
J24 - Race Ready!	1980	\$16,900
Edel 665	1979	\$ 6,500
Sirius 21 (w/trailer)	1981	\$ 6,500
Beneteau Oceanis	2000	\$99,900
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Columbia 8.3	1977	\$ 9,950
Southern Sail	1981	\$ 4,000

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43 SLOCUM 43 1983	35 HUNTER 356 2003	104,900	30 PEARSON 303 1985	29,900	31 SEA RAY 310 Sundancer 1998	59,900
42 SABRE 426 2004	35 J/105 1993	56,900	29 BAYFIELD 29 1988	33,900	31 SILVERTON 31 Convertible 1983	19,900
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41 HUNTER 41 DS 2006	34 BENETEAU First 10R 2008	119,900	28 SABRE 28 1973	12,900	30 SEA RAY 300 Weekender 1988	26,900
41 MORGAN 01 41 KETCH 1973	34 BENETEAU 343 2008	119,900	27 CATALINA 27 1982	8,500	30 TIARA 3000 Open 2008	189,000
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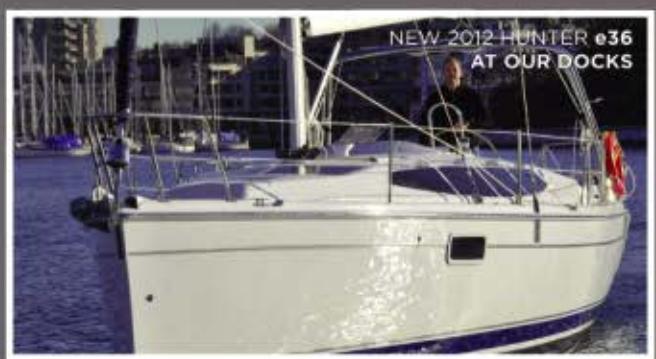
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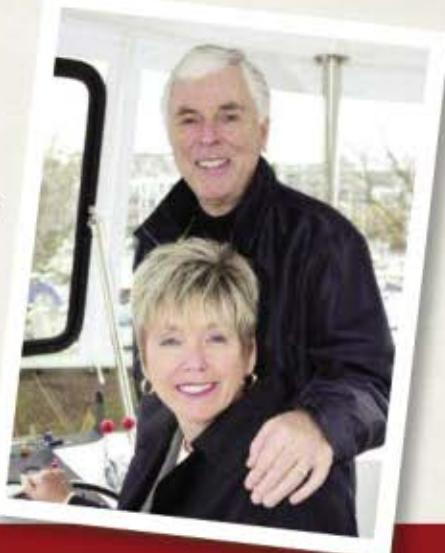
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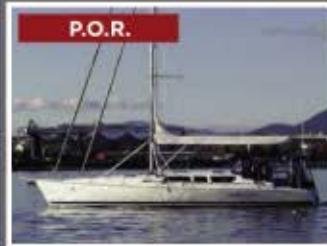
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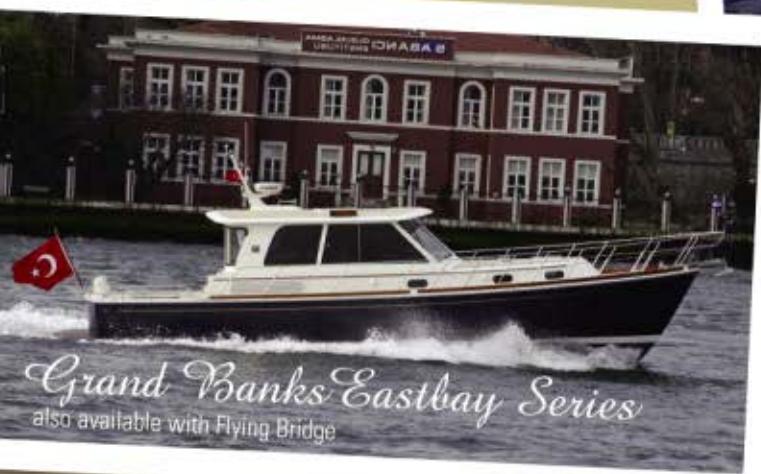
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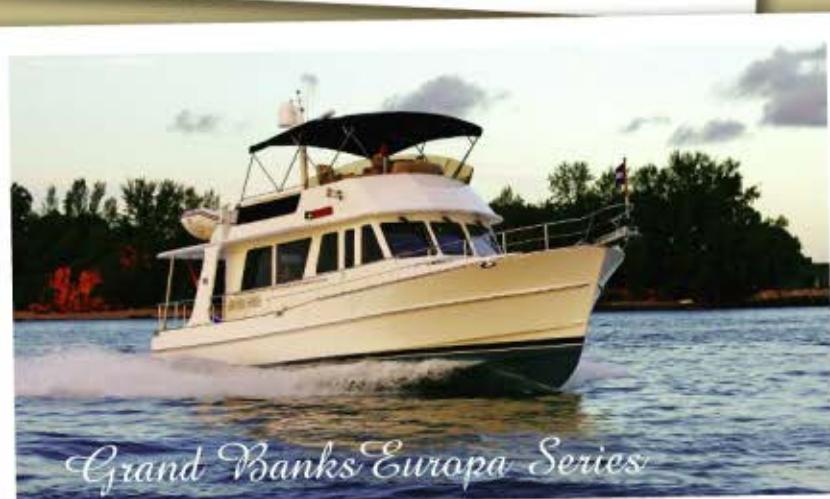


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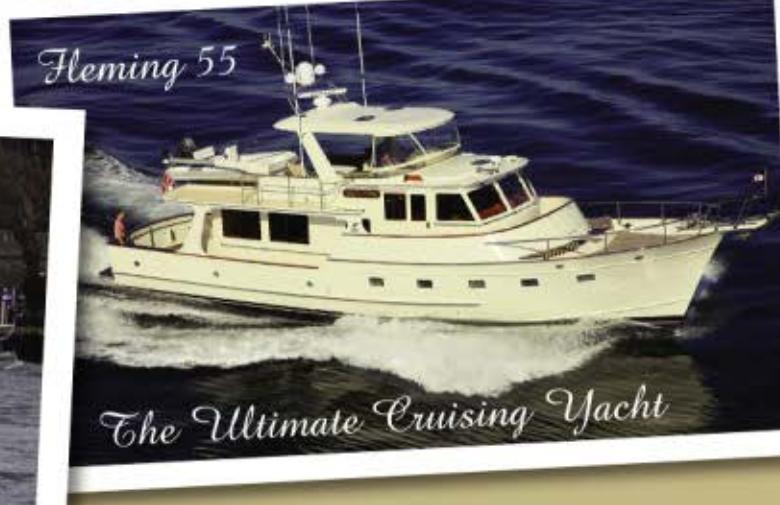
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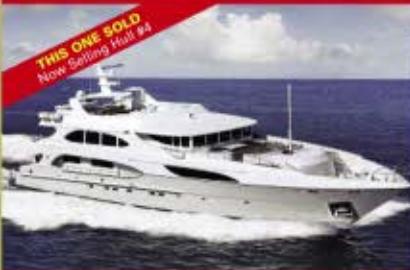
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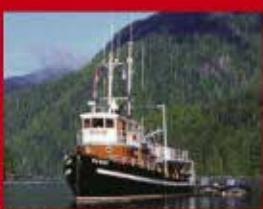
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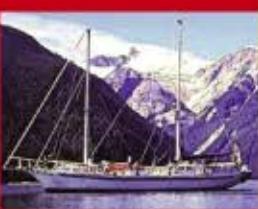
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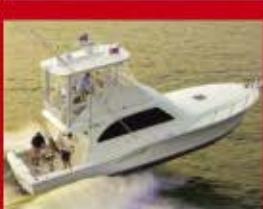
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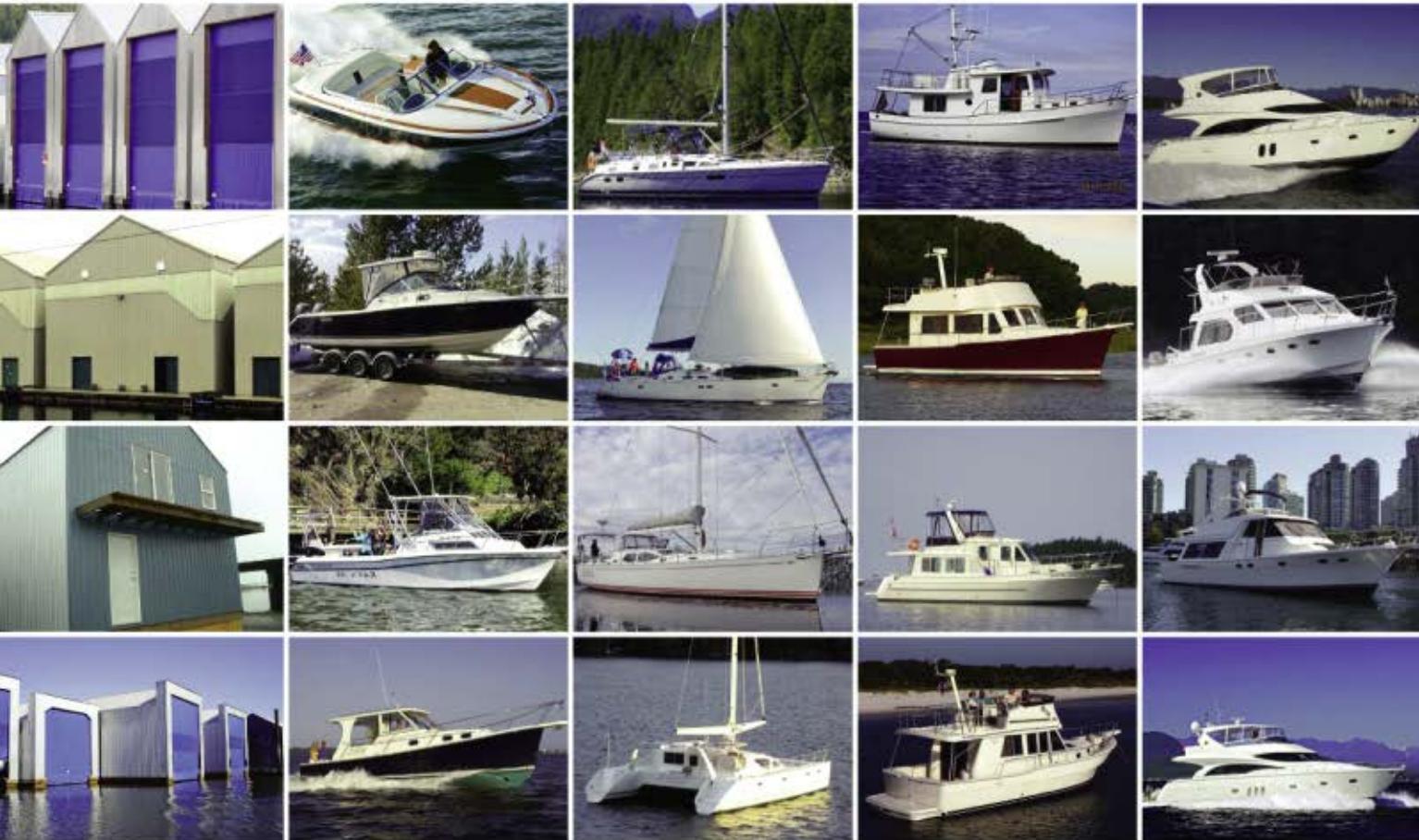


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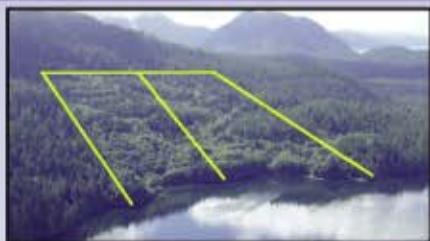
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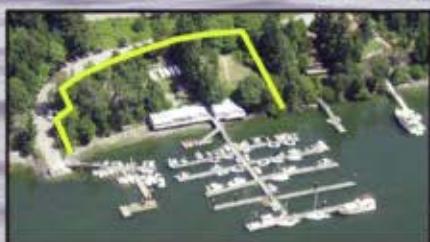
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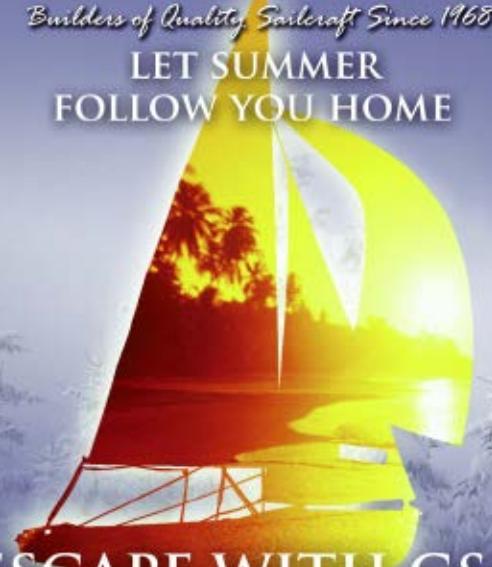
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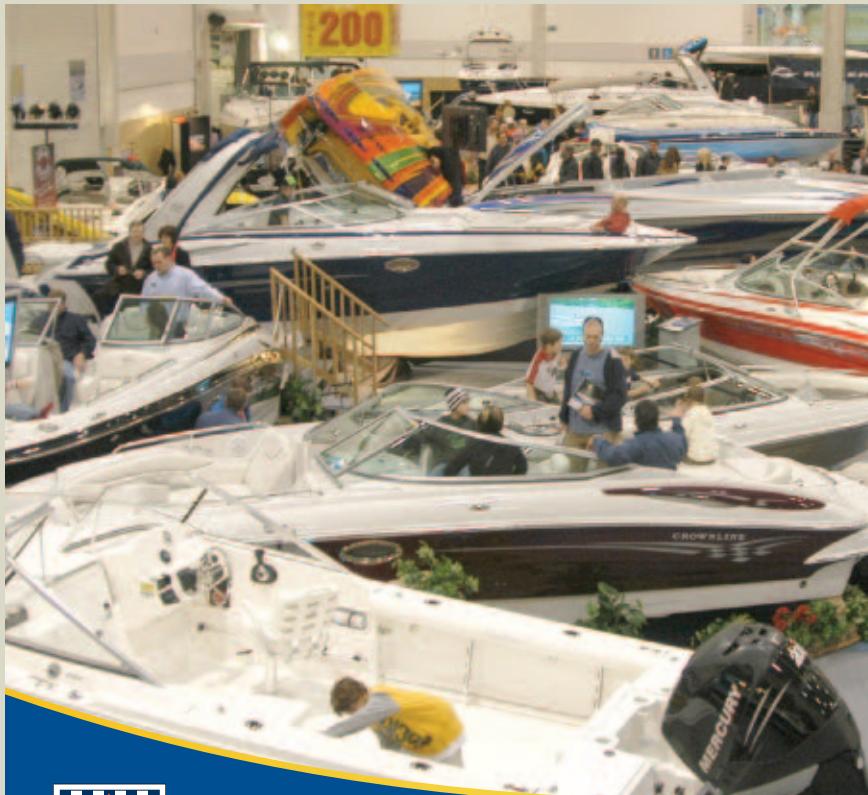
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# Bar None

By John Morris

**ONE TIME** when I was in New Jersey, I happened upon a perfect sailor bar. Since then, I have been diligently seeking out the perfect spot, but the labour remains incomplete; the search goes on.

I'm sure I couldn't find that NJ watering hole again. It was unmarked and I only found it because I was taken there. I cannot quite recall why I was in the Garden State, but somewhere between Point Pleasant Beach and Bay Head, sitting by the water, I noticed a guy trying to rig his boat. I offered to help, had some tools in the trunk and after a wonderful sail on the bay, we retired to this un-signed, un-named bar.

Everyone in the bar was in yellows, everyone talked sailing and who knows what else happened, but I remember it vividly, except for the details.

Since then I have been seeking the right bar. I have been to some strong contenders, that's for sure. O'Loughlin's just outside the gates of the Rochester Yacht Club has the right atmosphere and is handy to the shores of Lake Ontario, as is Brennan's in Youngstown, NY. Perhaps the Irish tone of both hotspots helps them, after all Ireland is an island and there's likely no better sailor's home than Cork.

I once was treated to huge jugs of beverages at a regatta at a Royal Vic T-Bird Worlds, but delightful though it was, that's not a bar experience exactly.

Rum shacks throughout the Caribbean are, of course, legendary. Miss Emily's Blue Bee Bar on Green Turtle Cay in the Bahamas is a notorious destination for everyone on a boat. Anyone who has ever ventured south can happily recall some of the endless rickety structures where rum drinks flow from the Grenadines to Tortola. (This madness has been recreated in domestic form at the Canadian



Yachting Island Village at the Toronto International Boat Show.)

But none of those really counts, since a) it's a snap to pour rum in the Caribbean and b) nothing's more of a cinch than to get sailors to misbehave when they're 3,000 miles from home.

Recently I made a pilgrimage to what you might think would be the archetypical sailor's pub, The Prospect of Whitby, which sits right on the Thames and has since the 16th century. Well guess what – the Wapping area of London has gone from hard grogging docklands to trendy residential dreamland; it's still a fine spot for a view of the river but the historic saloon has been absorbed by a chain and all that truly bears the wear marks of the sailors of yore is the ancient zinc bar. The Anchor Bar in Buffalo has the best wings and beer, but despite its nautical name, more Bills fans than boaters populate it. The Homelike in Cobourg

World-famous *Canadian Yachting* contributor, John Morris casually posing outside The Prospect of Whitby.

works, but alas, it's in Cobourg.

You can't stand in the way of progress. I get that but where are the sawdust floors of yesteryear when we need them most? The bar at the now-demo'd National Yacht Club in Toronto had the right feel. So did the Skana Café next door, now also bulldozed. Wally Magoo's, a sailmakers den of stupidity on Pier 4 for years, has gone touristo.

The Veranda at RCYC or the lovely resto at Queen City are lovely, but somehow lacking. You can't sit at the bar! You can at Port Credit YC, but the bar is in the basement. By odd coincidence, the Snug Harbour Restaurant that now occupies the spot where PCY spent its formative glory years has quite a maritime feel, albeit replicated.

What I am suggesting by this lengthy rant is that there needs to be a hangout where boaters of all stripes can bend an elbow together, have non-productive conversations and look out the window at the waves while the boss rings futilely on your cell.

You can help! Join the mission to find the watering hole for all of us this side of Halifax. It has to be waterlogged, friendly and otherwise perfect. Once we establish the right spot, we can all meet there regularly and productively waste the rest of our lives, à la Hemingway and Jimmy Buffet. The first round is on Elizabeth! •



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