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FEATURES

10 WAYPOINTS WINTER CRUISING: HEADING SOUTH!

Travel writers Mark and Sharon Stevens have made many trips to yachting destinations around the world, with the Caribbean as their most frequent choice. Canadian Yachting magazine has long chronicled the cruising adventures of our readers and contributors and none more often than the Stevens.

With the charter companies finally re-opening, we called on the Stevens to gather their grand photography and to research the current travel status of the best and most popular winter vacation cruising destinations. We hope you enjoy our Caribbean Roundup – Heading South!

By Mark Stevens

22 "YOU WON!": WINNER OF THE YACHT SOLUTIONS SCHAEFER YACHTS CONTEST

This is the story of how a young woman who was encouraged by her father to enter a contest, became a member of the yachting fraternity (sorority?). Jessika Patrick was the winner of the Yacht Solutions Schaefer Yachts contest in Canadian Yachting magazine and the prize she selected was the crewed Schaefer Yachts 303 to use for the summer!

By Andy Adams

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ON THE COVER: Simpson Bay Lagoon, ultimate hideaway for megayachts is hard by the yacht club that hosts the Heineken Regatta and shares its waters with both French St. Martin and Dutch Sint Maarten. See Mark and Sharon Stevens feature starting on page 10 for more luscious images.

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FINALLY! CRUISING DOWN SOUTH IS POSSIBLE AGAIN!

Welcome to the October 2021 issue of Canadian Yachting magazine! We are delighted to return to our traditional October theme of *Waypoints*

– *Winter Cruising*. It's been close to two years since we could fly to the glorious yacht charter destinations in the Caribbean, but finally, the airlines are flying again and the yacht charter companies are welcoming us back to paradise!

We all need to be realistic. COVID isn't going away and we are not getting any younger, but hopefully we are getting smarter. Recently, I did my first out-of-Canada trip and I want to share a few words of advice from my experience.

First, you can travel now, but COVID has made it more difficult. So, for the first time in decades, I used a travel agent to help me navigate the myriad of rules and regulations that can change without much warning. I recommend that highly!

It seems to me that governments are covering all contingencies in their legal disclaimers, asking the maximum in their compliance requests and everything is now online in fact, some information is now only on cell phone apps. Forget trying to get a live person to assist you – everything is automated.

You almost can't travel without a cell phone and just because your spouse has one does not mean you will be covered. Make sure it's fully charged before you go! You could make your own plans, but booking through a travel agent who has airport information, up to the minute COVID regulations and more, is a smart move. Also, we strongly recommend you work with a reputable charter company who can guide you through their local regulations and travel facilities. Pre-plan a COVID quarantine solution should you happen to test positive and get a comprehensive insurance policy for COVID coverage. Unexpectedly spending 14 days in a foreign country could be very expensive. Find out in advance about medical and hospital access. Be prepared for anything before you go. Make it easy on yourself - it's a vacation to paradise!

But then, when you arrive, you will probably find the people in the host country are more appreciative than ever, that you are there. Between COVID and hurricanes, we are blessed to still have a charter vacation industry!

In the *Waypoints* – *Winter Cruising* feature this issue, veteran charter cruisers Mark and Sharon Stevens have compiled a round-up of their favourite charter destinations and their best photography in this eight-page Feature, *Heading South*.

The Stevens hit the highlights; Antigua and Barbudo, St. Vincent and the Grenadines, Sint Maartin / St. Martin, Belize, Grenada and even Marsh Harbour in the Abacos. Time to start planning that Caribbean cruise for 2022!

Also, find out who won the "Win A Schaefer Yacht" contest partnership with Yacht Solutions that we published in the February 2021 issue of Canadian Yachting magazine. See the winners and their friends on board the Schaefer 303 for their first cruise and read about their experience. And, for good measure, we have a full Power Boat Review on the Schaefer 303 prize boat!

Also, in this Canadian Yachting magazine, read the very first review of the new Oakley 245 CC cuddy cabin with it's Suzuki 250 outboard, the gorgeous Fountaine Pajot 42 catamaran, and more!

Andy Adams – Managing Editor



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HEADING SOUTH

Story By | **Mark Stevens**, Photography By | **Sharon Stevens**

You've weathered COVID and you're ready to book your charter to paradise.

You've done some homework, but your float plan's also got some blank spots.

You want to discover more about the allure of specific Caribbean cruising grounds, whether in terms of the cruising itself, or in terms of shore attractions, you want to ensure that your skills and experience match the nautical demands of potential choices and you want to find the best fit when it comes to charter options.

Finally, before you book your boat and flight, you need to be aware of relevant

rules and protocols.

Now, suitably armed, you'll be one step closer to paradise. Then it hits you.

Come winter you're heading south.

CHASING YE PIRATES

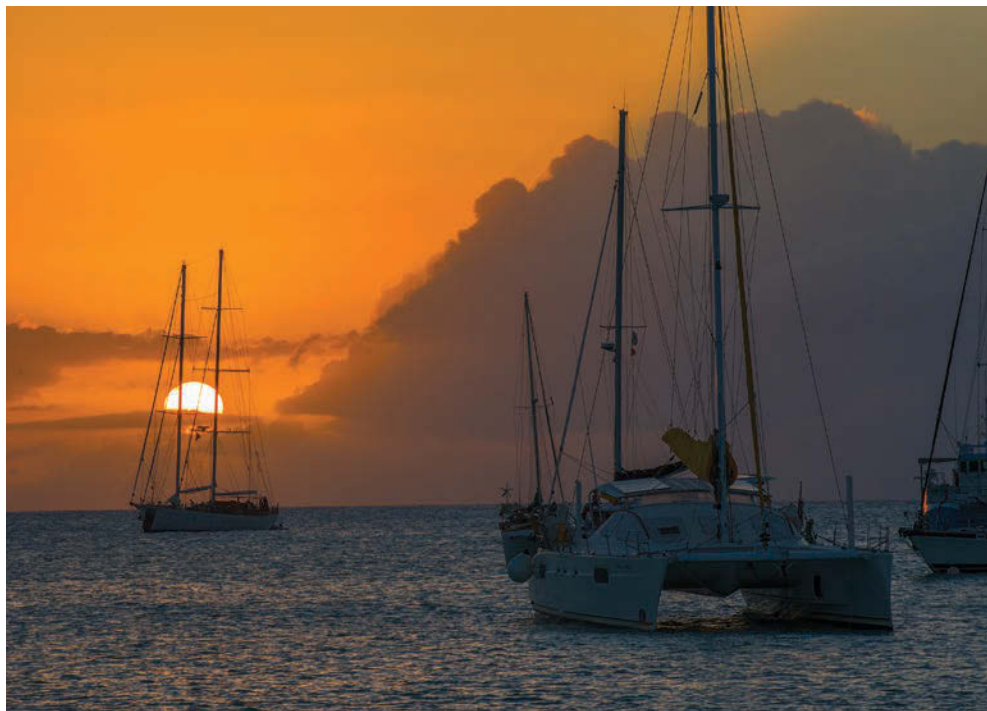
Antigua and Barbuda's history as a charter destination is unmatched in the Caribbean. Records from 1671 show a boat chartered to the governor of this region for the purpose of "chasing ye pirates."

Nowadays pirates aren't a concern, but you might be challenged when it comes down to choosing anchorages.

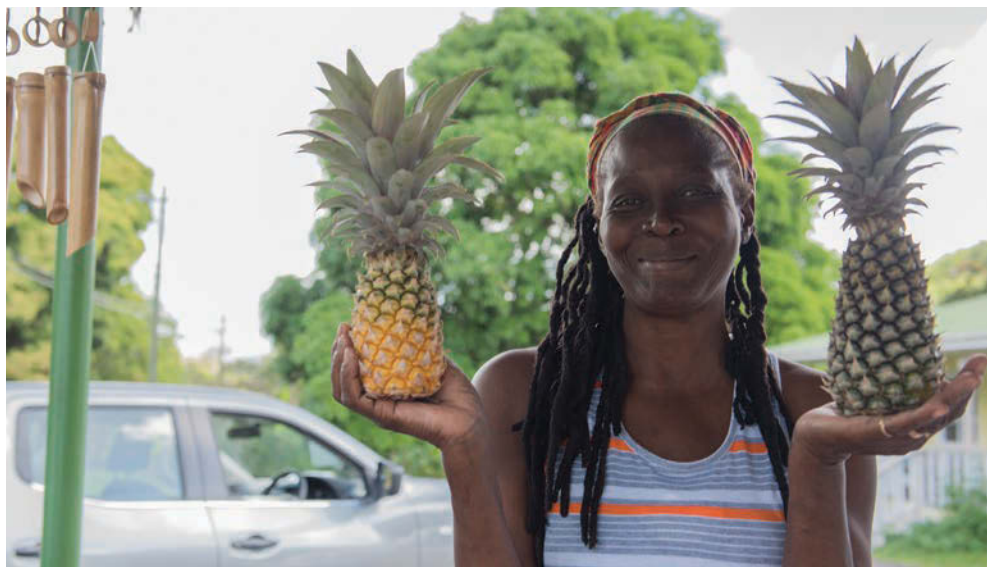
In his Cruising Guide to the Leeward Islands, Chris Doyle describes sailing here as "exceptional, with more anchorages than any other country in the Leewards. You could cruise here for two weeks without stopping at the same anchorage twice."

Factor in that this destination also boasts more than three hundred beaches and you get the idea.

But the beaches are just the beginning. Go ashore and catch the Sunday night party at Shirley Heights, be regaled with views of one of the Caribbean's best sunsets, or stroll through history at Nelson's



Anguilla doesn't just claim one of the world's best beach bars. Sunsets are pretty good too



A local vendor helps with provisioning on the island of Antigua

Dockyard.

Winds are generally consistent here and reefs are well-marked on the charts, so that isn't a huge issue. Seas can get big off the south of the island, making for some slogging if you've chartered out of English Harbour. Navigation is primarily line-of-sight unless you head north to the sister island of Barbuda (worth the trip if you book a longer charter) and you do need a keen eye if you traverse North Sound – stay well offshore.

Make sure to build in stops at Great Bird Island, Deep Bay and Jolly Harbour. Then raise your sail to chase ye pirates

– or one more perfect beach.

CHASING CAPTAIN SPARROW

"See that island?" I said to my friends Ed and Kim North, pointing across the water at a stand of palms spotlighted by the full moon.

The catamaran we'd booked from Horizon Yacht Charters to cruise the waters of St. Vincent and the Grenadines swung lazily on the hook in the Tobago Cays halfway down the Caribbean's Grenadine islands.

"Filmed a scene from 'Pirates of the Caribbean' right over there."

Two days later we glided past the harbour that was the set location for the first scenes in that iconic movie. Talk about chasing Captain Sparrow.

When you chose St. Vincent and the Grenadines you may encounter big seas from the east, making for occasional challenging sailing, but the appeal of this destination is so great it's worth it.

Anchorage abound here, from the lee side of Bequia to the paradise that is Mayreau to Tobago Cays, where you can snorkel with sea turtles.

Best yet, Horizon Yacht Charters out of Grenada are focussing their energies on

SNORKEL WITH SEA TURTLES



Water fun off Antigua's Pigeon Point beach



The neon aquamarine waters of Belize's South Water Caye are just part of the allure of this delightful anchorage



Traffic jam, Belize - style

their base at St. Vincent.

According to Horizon staffer Jacqui Pascall, "we have made the decision to move all our yachts to our base in St Vincent for the winter 2021 – 22 season. This then gives all our clients the opportunity to sail in the Grenadines with ease, with a wider choice of yachts and without clearing in and out with Customs and Immigration."

A TALE OF TWO (OR THREE OR FOUR) ISLANDS

When the French and the Dutch had to choose the borders for the bipartite oasis that is Sint Maarten/St. Martin, they reputedly chose a national from each who would hike the island from a common point. Their meeting place would form one boundary.

Inbibing a ration of Genever (a potent cousin to gin) while his French counterpart sipped wine on the journey, the Dutchman was slowed considerably.

The rest is history – or at least a worthy tale of "two islands."

Best yet, cruisers here are hardly limited to this worthy duet, though the joys of exploring Sint Maarten and St. Martin are myriad.

Visit the town of Marigot on the French side and find that perfect bistro or delectable croissant to nosh in the shadow of towering Fort St. Louis, an eighteenth-century fortress.

Venture east and drop the hook near Grand Case, considered by many to be the culinary capital of the Caribbean, or make for the Sint Maarten side and anchor at Simpson Bay, host to the Heineken, one of the Caribbean's oldest regattas.

Head north to nearby Anguilla, home to movie stars, to perfect beaches nuzzled by waters the colour of heaven, to watering holes that include Dune Preserve, rated the "best beach bar in the world."



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A tale of two islands?

Two are just the beginning.

A TALE OF TWO HUNDRED ISLANDS

But maybe your inner Captain Sparrow lusts for even more.

Welcome to Belize, home to the world's second biggest barrier reefs, a place boasting beach towns like Placentia, worthy of its name as "pleasant place", a stretch of water sheltered by that selfsame reef so that, even when the winds are blowing, the water's flat and manageable.

Welcome to a cornucopia of more than

two hundred islands and cays.

Think deserted anchorages you share with only manatees, think overnights in a protected cove where, in a rustic restaurant at Hideaway Cay, dinner is the catch of the day or think, come morning, some of the Caribbean's best snorkeling.

Dream Yacht Charters and Moorings/Sunsail maintain bases here (close to Placentia), offering fleets that include monohulls and catamarans – the latter is your best choice given two defining



The fam taking over the helm while crossing Drake Channel in the BVI's



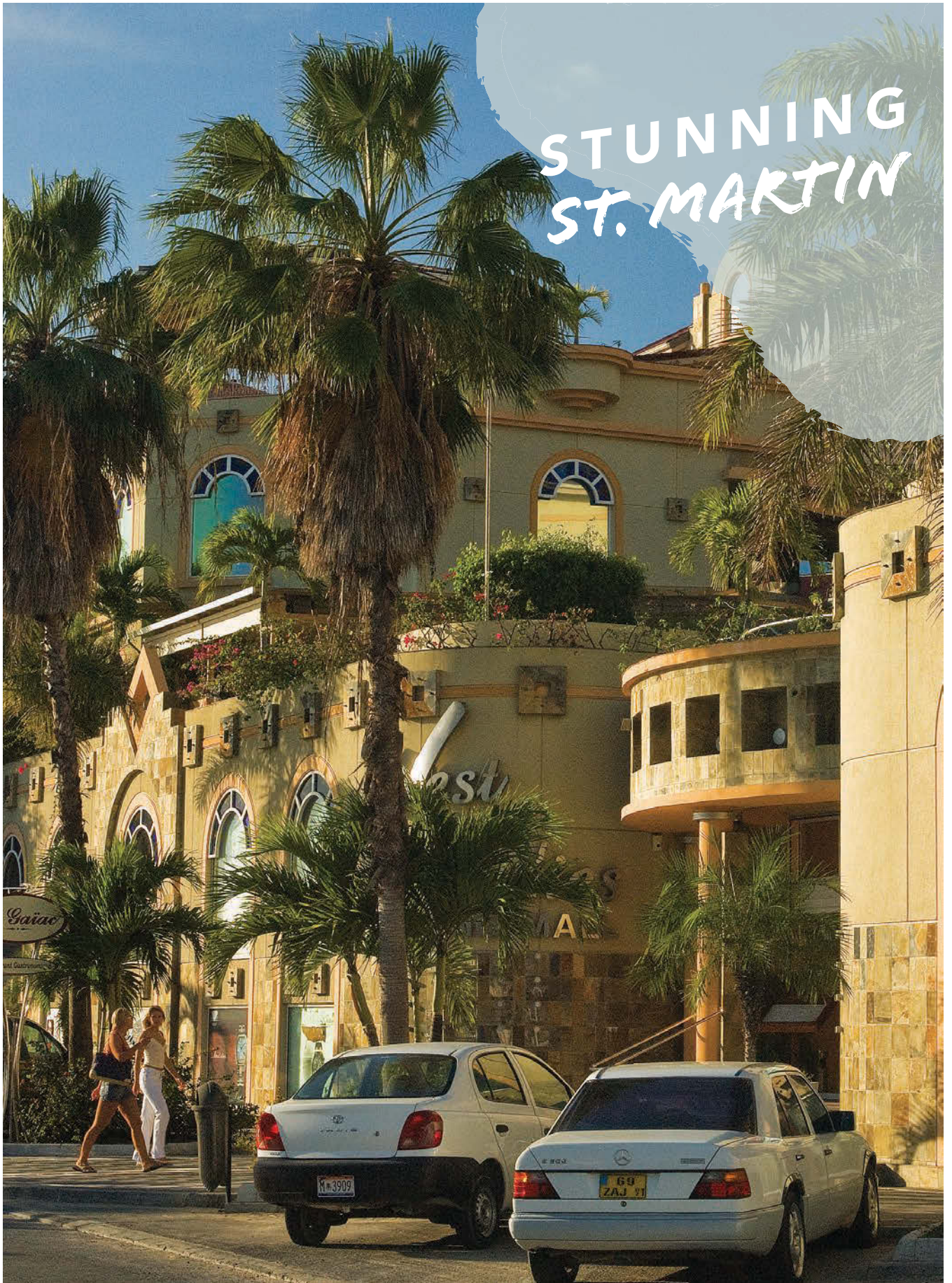
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Check out this St. Vincent and Grenadines vista then watch “Pirates of the Caribbean” again. Look familiar?

characteristics of this cruising ground.

First – the presence of the barrier reef and the numerous cays translates to great stretches of quite shallow waters. Second – the most common entry on your chartplotter reads: “Unsurveyed waters; use caution,” and the current cruising guide is aspirational at best.

Having said that, the reasons and rewards for cruising the waters off Belize are numerous.

Better than two hundred reasons.

ELEVEN THOUSAND VIRGINS

Upon returning from one Caribbean excursion to report his findings to Queen Isabella, Columbus described a chain of islands with reference to a legend about Saint Ursula and eleven thousand virgins.

While this proved to be a bit of an exaggeration (the British Virgin Islands comprise only about forty members), this wealth of potential anchorages along with the appeal of those anchorages has resulted in the BVI’s reputation as one of the Caribbean’s premier charter destinations.

Visit quirky bars (Soggy Dollar and its infamous “Painkiller” cocktail), soak up some history (Drake laid in wait here before attacking the Spanish Armada and Norman Island was reputedly the inspiration for Stevenson’s masterpiece, “Treasure Island”), savour delightful and surreal landscapes (the Baths at Virgin Gorda or the Indians off Norman).

Best yet, you’re talking line-of-sight navigation, the protected waters of Drake Passage and short romps from anchorage to anchorage if you’d rather laze on a mooring ball than harden



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VIRGIN ISLANDS YACHT CHARTERS

the mainsheet.

Might not be eleven thousand anchorages here despite Columbus' hyperbole but one thing's for sure; there's more than enough to go around.

OF SAILS AND SPICE

On a lay-day during our first Grenada charter, my wife and I decide to hike a crater lake at Grand Etang. En route we are seduced by the scent of cinnamon emanating from great trays of that spice drying in the sun. Later that day we visit an herb garden, traversing paths lined with nutmeg shells.

Sail here and enjoy the aromas of "Spice Island."

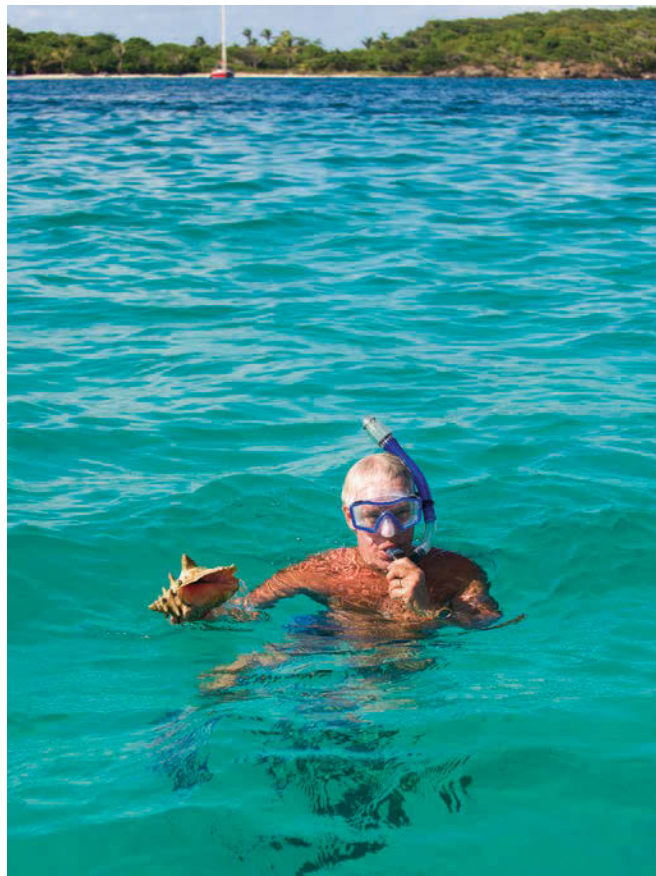
Pick up your charter at Port Louis Marina, ensconced in the bosom of St. George's, considered by many to be the Caribbean's prettiest harbour.

Now make for points south (hideaways like True Blue or Mt. Hartman Bay) or do what most cruisers do – make for Carriacou, roughly thirty nautical miles north.

Skirt an underwater volcano and glide past delightful rock outcroppings as you approach Carriacou. Drop the hook in a bay aptly named "Paradise", or join the boating fraternity moored in Tyrell Bay, dinghying ashore for dinner, or just a sunset cocktail.

Anchor off Hillsborough and dinghy out to your own Gilligan's Island (a few hundred metres of sand and palms) or go ashore for a lesson in both history and seamanship at Windward, where you can watch them build traditional sloops.

En route back to Grenada, pick up a mooring ball in the lee of the island's sky-reaching mountains and snorkel through an underwater sculpture gallery at Molinere. Or, spend time ashore



Snorkel Tobago Cays in St. Vincent and the Grenadines and bond with some local fauna

CONCH CHARTERS

British Virgin Islands

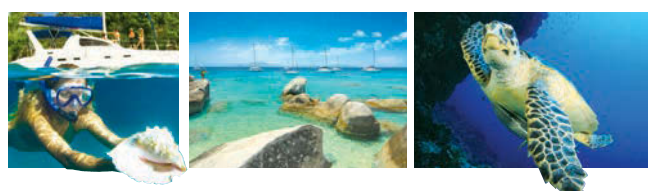


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Just one more perfect sunset - this one courtesy of Bequia in the Grenadines



on Grenada itself, hiking to a waterfall or hanging with locals for Fish Fridays at Gouyave.

More page-turning chapters in a saga of sails and spice.

THE SHALLOW SEAS

Roughly an hour out of Marsh Harbour in the Abacos Islands of the Bahamas I'm savouring the aquamarine waters from the helm of our chartered Moorings cat when I glance at the depth sounder.

My heart leaps into my throat.

Seven nautical miles out and the depth is fifteen feet.

Then I remember: been that way since we left the dock.

Cruise the Bahamas and you're sailing the shallow seas.

Some historians think that's how Bahamas got its name – a corruption of the Spanish for "shallow sea."

Until Hurricane Dorian the Abacos were a prime Bahamas cruising destination, featuring idyllic islands and a helping of history (Hopetown and Green Turtle Cay were Loyalist colonies). After the storm the charter companies closed their bases. Until now.

"We've just re-opened our Marsh Harbour base," says Emily Turner from Dream Yacht Charter, though you should do more homework before deciding on this family of islands.

In the interim the Exumas have gained popularity. Both Dream Yacht and Moorings offer Exumas charters from their Nassau base. With sheltered water

and a year's worth of cays and islands to visit, that reputation's well-deserved.

Sail here and snorkel off Horseshoe Beach, act like a tourist and swim with the pigs or bond with your inner hermit on an alabaster swathe of sand. Hang with the haute monde at Staniel Cay or go for local cuisine at Lorraine's on Great Guana.

Last night you dropped the hook on Allan's Cay and this morning you're making for the dunes and mangroves of Warderick Wells.

Float plan consulted, you're ready to sail, weighing anchor, setting the main and turning the wheel.

Velocity made good, course made good. Today you're heading south.



Respite for the galley crew: takeout Bequia-style

SAILING SOUTH

- Dream Yacht Charter offers catamarans and monohulls out of Abacos (recently re-opened), Exumas (out of a base at Nassau), BVI's, Grenada, Belize, Antigua and St. Martin (along with a couple of other Caribbean destinations). Once you've decided on a destination you can opt to bareboat, but you can also book a skipper, crewed or charter "By the Cabin". www.dreamyachtcharter.com
- Sunsail and the The Moorings are part of the same company nowadays and frequently share docks. Options at The Moorings include all-inclusive crewed charters and powercats. Sunsail specializes in sailing charters, offering flotillas in many European destinations. Check out <https://www.moorings.com/destinations/caribbean> or click on www.sunsail.com
- Horizon Yacht Charters maintains fleets across the Caribbean, though for the upcoming season their Grenada/SVG base is concentrating their fleet out of St. Vincent. Log on to www.horizonyachtcharters.com
- CYOA is a friendly BVI charter company with a great reputation (offering Virgin Island charters since 1980) and is worth checking out. Go to: <https://www.cyoacharters.com/>

STAYING SAFE

- When it comes to adding COVID considerations to your float plan, things can change almost daily and the various protocols can be mind-boggling. For instance, right at this moment Bahamas merely requires proof of full vaccination with a two-week additional period while Antigua and Barbuda require a varied protocol of testing.
- The most recent information for each is generally the first "page" you see on their tourism site so that's the best place to start: www.visitantiguabarbuda.com www.visitanguilla.com www.discoversvg.com, www.st-martin.org, www.bvitourism.com, www.bahamas.com, www.travelbelize.org, and www.puregrenada.com
- Responsive to current challenges, charter companies are proving themselves both supportive and flexible. For example, Dream Yacht Charter has cleaning protocols that match WHO guidelines while the major companies will let you change dates without penalty if affected by COVID.
- Go to www.moorings.com/covid19/safety-measures for their protocols and options



The winners posed on the spacious swim platform of the Schaefer 303, from the left, Jessika's father, Jessika, her best friend, her sister and Greg Marlo, president of Yacht Solutions.

HOW A YOUNG WOMAN WHO WAS ENCOURAGED BY HER FATHER TO ENTER A CONTEST, BECAME A MEMBER OF THE YACHTING SORORITY.

Encouraged by her father to enter, Jessika Patrick emerged the winner of the Yacht Solutions Schaefer Yachts contest. It took a little extra luck to get the prize though. Another entrant actually won but sadly, a medical issue forced them to decline the prize. Another entrant's name was then drawn. This winner also declined, but for a happy reason; they had just bought their own new boat and were busy with that so, a third winner had to be drawn. The third time was the charm for prize winner Jessika Patrick.

Already attracted to boats and the water, she was thrilled to learn that she had won the prize. But the next step was to decide which prize to choose since two were offered. As the contest winner, Jessika could have chosen either the use of the new 2021 Schaefer 303 Express

Cruiser for the entire boating season from May to October 2021 as a bareboat charter lease, or the new 2021 Schaefer Yachts 400 Express Cruiser with crew for a series of five monthly outings.

In the end, Jessika chose the crewed option for the Schaefer Yachts 303 and scheduled her first night on the boat for June 24th, a Thursday night that delivered perfect boating weather; a moderate breeze, 24 degrees Celsius and just enough cloud cover to protect that early-season skin from a burn. You couldn't ask for a nicer night to start boating.

Yacht Solutions has an interesting business model offering various sizes of boats in a time-share format and with the choice of either a professional captain at the helm, or to self-captain and have the yacht to yourself.

Jessika had already gotten her PCOC card, but she was more interested in hosting her friends on board than spending time at the helm herself.

When we arrived with the cameras to capture her first evening on board, she was already all set up with drinks and snacks and even gift bags for her friends to mark the occasion. Her guests were special people too of course; two of her very best friends, her sister and her father.

The Schaeffer 303 was an ideal boat for a summer evening harbour cruise and could have accommodated up to eight people, so her group of five was very comfortable.

Greg Marlo, president of Yacht Solutions was her captain that night and here is what Jessika told us about the experience:



Jessika and her best friend explore the Schaefer 303 and relax on the deck sun lounge.

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DID YOU HAVE A FUN TIME HOSTING YOUR EVENING CRUISE?

It was a blast! The sites, captain, everything - was just beautiful. Especially in the evening looking over the city views, it was breathtaking!

WHAT SORT OF REACTIONS DID YOU GET FROM YOUR GUESTS?

They couldn't stop taking pictures! Happy smiles and good vibes all around.

SINCE THIS WAS YOUR FIRST TRIP, WE WONDERED IF YOU DECIDED TO TAKE THE HELM FOR A BIT?

I actually didn't — I was enjoying the cruise with friends. It's been a long 12 months without seeing them. So, the boat definitely brought us together and I didn't want to take away from the moment! Next time for sure!

TELL US WHAT YOUR FAVOURITE FEATURE WAS ON THE SCHAEFER 303?

The state-of-the-art wood finishing was by far my favourite. It's all in the details for me.

WHAT ARE YOU LOOKING FORWARD TO THE MOST THIS SUMMER, NOW THAT YOU HAVE YOUR YACHT SOLUTIONS PRIZE?

Reconnecting with friends and family. Enjoying the simple summer moments together on the boat.

ANY OTHER COMMENTS?

The captain took us on the most amazing tour — all the sites, island areas were perfect. Couldn't have asked for a better tour around the city.

See a full Canadian Yachting magazine review of the Schaeffer 303 on page 26 of this issue. Email Yacht Solutions at <https://theyachtsolution.com/>



Jessika Patrick poses at the helm of the Schaefer 303, her prize for a summer of boating.

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SCHAEFER 303

FORMULA FOR FUN

By | **Andy Adams**

When company founder Marcio Schaefer designed the Schaefer 303, he managed to really dial in the formula for fun and proof of that success are the more than 1,500 Schaefer 303's that have been sold globally by this Brazilian boat builder. The 303 is their most successful model so far. The Schaefer Yachts brand has just come to Ontario and our test boat was imported by Yacht Solutions for their shared ownership program, starting at their location in Toronto's Outer Harbour Marina. Of course, other new 303s are available as well.

The Schaefer 303 was developed primarily as a day boat for having fun with family and friends going sight seeing, doing water sports, swimming, diving

and fishing as well as other activities, but where many day boats in this size range mainly focus on the accommodations above decks, the Phantom 303 also has a very usable cabin with head, vee berth and a mid-ship master berth so you could easily weekend aboard, especially with a young family.

EXTERIOR

Approaching from the pier, the swim platform immediately impresses with its large size and easy access into the cockpit. There is a large aft-facing bench seat for swimming and tanning. The Schaefer 303 could be used like a 32-foot open runabout, but it features a large arch over the cockpit area. This is quite substantial and very functional carrying lights, speakers

and also, being fitted with a towing eye for wakeboarders, or tubing. The main function of the arch however, is to serve as the mounting point for the large Bimini roof and windows. With the roof up, guests are protected from the elements and it almost feels like an enclosed boat. The large clear sections bring in plenty of light and let you keep driving through inclement weather.

From the helm area, steps lead up through the swing-open windshield section to the twin sun lounges on the fore deck. This also gives access to the anchor locker, electric windlass and ground tackle. The anchor shaft passes through the bow making a neat and attractive installation and there is a generous locker for chain and rope. Stainless-steel railings provide security.



This comfortable port-side lounge lets a guest stretch out and converse with the driver.

INTERIOR – COCKPIT

The transom walk-through is on the port side while the starboard side features u-shaped seating that could accommodate eight to ten people easily. The centre-mounted table is ideal for drinks or dining and storage for large items is available under the seats.

Handholds are thoughtfully located throughout the area. Also, there are a wide range of interior upholstery and colour choices available. An appealing feature is the port side aft-facing sun lounge seat that includes an armrest. Relax and tan while facing the driver and enjoying a conversation aboard the quiet and solid Schaefer 303.

In the cockpit floor is a hatch that gives access to the large, welded aluminum fuel tank. All Schaefer yachts are built to be NMMA Certified and the aluminum tank includes two fuel shutoffs and easily accessed fuel filter system. The hot water system is also located in this area for easy service.

Opposite the seating is the cockpit galley that has the delightful feature of a lighted glassware cabinet and our test boat had a set of Schaefer glasses and stemware. Drink holders located throughout



The twin Volvo Penta V6 280 stern drives are easily accessible for service checks.

the boat can accommodate both regular glasses and stemware. At night, blue foot-lighting is an attractive feature and underwater lighting is available too.

The cockpit galley unit includes hot and cold water, a sink, optional Isotherm refrigerator and it can also be equipped with an optional electric grill, but that requires the generator option. If it were my 303, I'd mount a conventional barbecue on the stern instead unless I wanted the generator for other purposes.

INTERIOR CABIN

The cabin is down four steps and features a lower galley with a cooler and storage for provisions. The test boat was equipped with a microwave, an aftermarket induction cooker and a coffee maker. While the test boat did not have a generator, it does have a very large battery bank and an inverter to run the onboard features like the microwave, television and so on. Schaefer yachts has also equipped the boat with AC outlets ready to go.



This is the double berth that lies athwartships under the helm. Accessed from the port side, it's bright and comfortable thanks to hull-side windows. Schaefer offers a selection of interior finishes and options.



The attractive lighted glasses locker in the cockpit.



The unique keyhole-shaped door makes the head compartment seem much more spacious and easier to access.



The comfortably finished bow area includes a removable table, space for two berths and overhead lockers as well as storage under the cushions.

Another popular feature is the Fusion stereo system. These days Fusion is owned by Garmin. The test boat had a Garmin display at the helm. It's part of the Volvo Penta Glass Helm and these onboard systems integrate beautifully together.

The cabin includes seating for inside dining in the bow, and this area can convert into two berths. There are overhead storage lockers, attractive lighting fixtures and a generous deck hatch for light, ventilation and safety.

Schaefer has done a great job with the design of the head making it feel much larger by having a shaped door that increases the opening a lot. The head includes a mirror, storage, an opening porthole, Jabsco electric toilet system, hot and cold water and what we estimate to be about 5 feet 9 inches of headroom, so in spite of the boat's sleek lines, you have functional standing height in the head compartment.

Accessed from the port side, the main event is the double berth cabin under the helm. This is comfortably open to the cabin interior and has windows in the hull sides for light and fresh air. Schaefer has made the cabin on the 303 both comfortable and versatile.

HELM

Featuring a double width helm seat, the test boat was equipped with a Garmin MFD screen that included the Active Captain feature and everything integrates for your convenience. For example, this allows you to program your trip at home in advance. Everything runs off Bluetooth. Just download your waypoints to the system and run your route. Other related available features can include video surveillance, security and more. The Yacht Solutions people are also planning to get the new 3D chart system which allows you to see the sea floor through the charting software and the Ultra Vision feature.

Integrated with the Volvo Penta Electronic Vessel Control system (EVC), the Glass Cockpit enables you to monitor and control information in one place via a single interface. It provides a full overview of navigation and engine data, together with optional Easy Boating functions such as Autopilot and Joystick driving. A few "taps" on the

screen and you can select whatever feature you would like. Critical information pops up as needed. Volvo uses a fob and an auto start mechanism too.

Another neat feature was the Marinco spotlight. This powerful bow-mounted spotlight can do an automatic sweep and scan to help you locate channel markers or objects in the water and it has a clever pre-programmed SOS flash as well.

ENGINES AND PERFORMANCE

The aft seating raises electrically to reveal access to the twin Volvo Penta 280 V6 sterndrives and service points are at the front for easy maintenance.

The Volvo Penta V6 engines were very smooth-running and this Volvo system is all fly by wire for shifting and steering, making everything light and precise to handle. There's a simple switch to take you into joystick docking mode and although there is no bow or stern thruster, it seemed clear that none were needed. The boat proved very easy to manage at the dock and I applaud Volvo's engineering for making this system so smooth and quiet. These joystick systems have come a long way in the last few years!

Equipped with the optional twin Volvo Penta 280 hp V6 DuoProp stern drives, the Schaefer 303 jumped on plane in little more than 5 seconds and proved to be very responsive to the throttles at pretty much any speed. The 20-degree deep vee hull delivers a smooth ride, but typical for such a deep vee, the Lenco trim tabs were important to keep the boat level in the side winds we experienced on test day. Overall, the 303 was solid-feeling and confidence inspiring with more than sufficient power for big loads of passengers or towing for water sports.

We liked the elegant Isotta steering wheel. It was comfortable to use and when docking, you slow to low speed and press a button that transfers the engine control and steering to the separate joystick that's on the dash just ahead of the main control box. With this, you can actually drive the boat at low speeds, turn, stop, reverse, pivot and even move sideways. For the less experienced boater, this makes handling around the docks, easy, accurate and low stress.

SPECIFICATIONS

ENGINES:

- ▶ Twin Volvo Penta Aquamatic Sterndrive V6-DPS; 6-cylinder, 4.3-liter, freshwater-cooled, direct-injected gasoline engines, 280 hp each, Duoprop drives, joystick docking.

RPM	MPH	RPM	MPH
1,500	7.8	4,000	29.6
2,000	9.3	4,500	34.9
2,500	11.5	5,000	39.1
3,000	17.3	5,500	43.9
3,500	23.6		

LENGTH OVERALL: 9.78 m (32'1")

BEAM: 2.87 m (9'5")

WEIGHT: 3,295 kg (7,264 lbs)

WATER CAPACITY: 100 L (26 GAL)

FUEL CAPACITY: 350 L (92 GAL)

PASSENGER CAPACITY (DAY): 10

PASSENGER CAPACITY (NIGHT): 4

PRICE: APPROX. \$279,000 USD

VISIT: THEYACHTSOLUTION.COM

OVERALL

Schaefer Yachts has found the formula for fun with the 303 model. It has big room and great features for passengers for a day on the water, while two couples or a young family could also make this their vacation getaway machine. It's fast, fun and fully featured.



This gives a good view of the forward deck sun pad, windshield walk-through and main deck interior layout.



- Add that addition to your boat without the foot-itis
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THE PORTHOLE

OCTOBER 2021

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wind Shifts



Paul M. Rellinger, Editor-in-chief, The Port Hole

Not unlike many of you, I have been following with interest the trial of Linda O'Leary, the wife of celebrity businessman Kevin O'Leary.

Charged with careless operation of a vessel under the Canada Shipping Act in connection with an August 2019 double fatality boat crash on Lake Joseph north of Toronto, she has pleaded not guilty. As of this writing, the evidence portion of her trial had wrapped up with Ontario Court Justice Richard Humphrey scheduled to deliver his decision on September 14.

I'm not going to review here the evidence as presented and countered by the prosecution and the defence, nor will I offer an opinion as to whether I think this tragedy resulted from negligence of some kind or was simply an unavoidable accident preceded by circumstances that conspired to make it happen. To do so isn't my place or anyone's. Only our system of justice can render such a verdict based on the evidence presented, a process anchored by the prosecution's duty to present its case and the accused person's right to a defence.

The O'Leary trial has garnered extensive media coverage but don't be misled as to why. Most cases involving a breach of regulatory legislation don't garner the least amount of media attention. The considerable ink and airtime that has been devoted to this case has had nothing whatsoever to do with the nature of the alleged offence but everything to do with the 'celebrity' status of the defendant. This is the world we live in, like it or not. Readers and viewers have an insatiable interest in the lives of the privileged. When they're connected with an alleged misdeed, our thirst for more is ramped up and so it is the media that quenches that thirst.

When we take into consideration CPS-ECP's stated mission to better ensure the wellbeing of all who use our waterways, this media attention is most welcome. Yes, we can't forget,

or downplay in any fashion, the fact that two people lost their lives that August night on Lake Joseph. That's a tragedy in every sense of the word. But that said, there's no denying that had this matter involved a lesser-known defendant, we wouldn't be paying attention. Why? Simple. It wouldn't make the news to the same degree that it has.

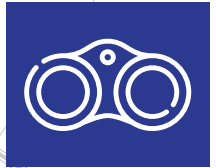
As a result, we're reminded in a very dramatic way of the lifesaving importance of adhering to The Marine Rules of the Road as reviewed by CPS-ECP Special Programs Manager John Gullick in this issue of The Port Hole. We're reminded of how quickly a pleasurable day or night on the water can devolve into a disaster. A subsequent July 14 boat crash on Lake Rosseau near Muskoka's Windermere Marina that claimed two more lives serves as another painful wake-up call that the core mandate of CPS-ECP – to equip boaters with the smarts to navigate our waterways safely with regard for others at all times – is as relevant today as it ever was.

Should O'Leary be found guilty of the charge she is facing, she will pay a fine and disappear from the media stage as fast as she came upon it.

What will be left behind is a powerful and poignant reminder of the importance of boating rules and safety education as taught to thousands upon thousands of boaters via their participation in CPS-ECP courses. That broad outreach remains our best defence against similar tragedies darkening an otherwise bright summer.

As always, any contribution to The Port Hole is welcome.

Email your articles and/or photos to me directly at communication-chair@cps-ecp.org or to theporthole@cps-ecp.ca ■



THE PANDEMIC WAVES WERE CHOPPY BUT WE WEATHERED THE STORM

- BY PETER BOLTON, SN, CPS-ECP CHIEF COMMANDER



As we begin the approach to our 2021 Annual General Meeting - the second virtual AGM in a row - a lot has taken place since our last face-to-face gathering.

In March 2020, we entered an unexpected long dark tunnel, coped and survived, and are now close to the exit threshold; close to the end of the tunnel. Close to two years ago in Victoria, I promised there would be changes ahead. In my mind was an increase in online course work with more hybrid (part classroom/part online) classes - a small but significant change we had been working on for several years. I had no idea what lay ahead of us.

The new IT System was about to go live and, when it did, it was clear early on that there were many rough edges that needed smoothing out. Over the last two years, thanks to the hard work of a small band of dedicated volunteers in the Educational Department, the Membership team, the hard-working team in the national office and government support in the form of CEWS, we are emerging from the tunnel when many businesses are not. In the intervening months much progress has been made. We have tidied up and corrected much of the data imported from the old WBAS system.

In Victoria, we didn't (neither did anybody else) anticipate the COVID-19 pandemic. However, we entered the pandemic with a full set of online tools to keep the ship going while face-to-face meetings were banned, keeping instructors in practice and the cash flow flowing, albeit at a lower rate. Many thanks to those squadrons that held online classes while face-to-face meetings were prohibited. Our sustainer has been online and Zoom Maritime Radio classes and exams. The ISEDC (Industry Canada) protocols for the conduct of the ROC(M) examination, although a bit painful (as I can tell you from personal experience), were safe and got the job done.

Still, there were those who sat on their hands and awaited the end of the pandemic because they didn't "believe in online teaching". But this is the way many of our customers want it and this is a trend that will continue. We, like all organizations, must adapt our way of doing business, stay flexible and adapt

to changing circumstances. We are entering a "new normal." Life won't be the way it was even a few short months ago, so we must adapt and go forward.

The first step out of the "tunnel" has been the Flares and RVCC programs. John Gullick has shared the required safety protocols with the squadrons. There have since been a number of very successful events with a strong emphasis on provincial and municipal safety restrictions being the primary consideration.

As previously mentioned, the 2021 AGM will again be held virtually. In place of this year's planned face-to-face meeting, we have signed a contract with Trois-Rivieres for the AGM in 2024 - a similar three-year delay to the one we agreed to with Windsor last year, thus avoiding a contract cancellation penalty.

The board has approved the possible change in national dues with final approval to go before the members at the national AGM. The proposed increase is approximately equivalent to the rate of inflation. Our dues have remained the same since 2012.

The membership recovery project is continuing with the team involved continuing to work on recovering lapsed members with some success. To date they have helped more than 1,000 lapsed members renew their membership but, even with that effort, our membership numbers are down. The reasons that members are not renewing vary but one of them is related to the lack of face-to-face social programs. Hopefully this will turn around when in-person classes and squadron social events start up again in the fall.

As we keep this ship going in a new direction, we still depend, and will continue to depend, on our volunteers to carry out our mission of teaching safe boating and environmental stewardship, trying to put CCG and CCGA out of business! Thank you for all you do in keeping CPS-ECP going. I wish everyone a safe and healthy fall season and 2022.

Please see page 36 for more information on this year's AGM. ■



BUILDING MODEL BOATS IS TRULY A LABOUR OF LOVE - BY NORMAN RAINE, HALIFAX POWER AND SAIL SQUADRON

Back in the late 1970s I became interested in building model transport trucks from kits – an extension of my working in the industry as a diesel mechanic as well as a transport driver with a Class 1 license who also drove transports during some vacation time.

When I retired in April 1999, we moved into the family home in Halifax. While working in the workshop, I came across a library of old magazines my father had kept. In the pile, I found a magazine on building 23 types of boats including instructions on building a 15-foot International Snipe Class sailboat. With a scale of one-inch to the foot, it was a great project for a first attempt.

I had owned a Snipe, which I raced for several years out of the Armdale Yacht Club in Halifax. Later I raced the boat in the National Snipe Championships off of North Sydney, Nova Scotia with 35 boats in the class. My crew and I finished in the top 10.

I started from scratch to build the jig for the hull and proceeded as per the instructions and, over the winter months, it took shape. I sawed the lumber for the hull and deck, and made the spar, boom, tiller handle and rudder. Some fittings were purchased, and I machined some as well. My daughter made the sails from scale patterns I sent to her to do.

While I was building this model, I became aware of the Maritime Ship Modelers Guild that met at the Maritime Museum. I went to a meeting and joined that evening. I remain a member,

having served as president for several years. There is a lot of talent amongst guild members and all are willing to share their knowledge with anyone who is interested in building model boats of any type.

After the Snipe project, I became interested in building boats that I was familiar with, having done a fair number of marine engine installations during my working career. The guild had plans for a 45-foot Cape Islander boat with the scale of a 1/2 inch to the foot, so off I started again. Over the next couple of winters, I worked away at this vessel, fitting it out as a fishing vessel with a dory, which I built to scale on the stern.

I was always interested in Rosborough pleasure boats and got to know Kevin Rosborough, the son of the designer. I spoke to him regarding plans for one of their designs. There were no plans available but I was able to get the dimensions of the boat and subsequently developed a set of plans to build the model. Once the model was finished, I motorized it so that I could have some fun running it around the water. It turned out well and looks just like a Rosborough 24' 6".

During the Halifax International Boat Show, I met up with Giles Theriault, a grandson of A.F. Theriault who founded A. F. Theriault & Son in the Digby, Nova Scotia area. I had put marine engines into several new fishing boats that Theriault built. I asked about a particular one and if the plans might be around. He went home, found them and provided the plans, which I had copied to reflect the 65-foot dragger down to a 1/2 inch to the foot scale.



« Boat modeling is a great hobby, teaches patience and your reward is a model boat for display. »

bedding, and a table, stove and sink. The main cabin has a captain's chair, radar screen, radio and controls with a steering wheel. I even have a toilet paper holder in the head.

You can see I do the models with great detail. This is what I enjoy - the detail work. I have done a Sardine Carrier from the Bay of Fundy at 3/8-inch to the foot with detail that I have been told is of museum quality. I have also built several other fishing boats.

I had installed a 700-horsepower marine diesel engine in this model of dragger. I did the sea trials and went fishing one night to adjust the engine. It took me three winters to complete my model to be an exact replica including a motorized engine, radar, and all deck and navigations lights. The interior foc'sle is finished with crew bunks complete with pillows and

A friend had started a model of the Bluenose Schooner from a kit but was not able to complete it and asked if I would. I had never done schooner rigging before but took on the challenge and completed the boat. It turned very well. At our yacht club, someone left a kit of the Bluenose Schooner, so I



brought it home and completed another one. I donated this model to the Armdale Yacht Club where it is on display. Both schooners are in full sail.

I owned and raced a Bluenose Class Sloop back in the 60s. I found the plans for this sloop, which was designed by Bill Roue, in the Maritime Ship Modelers Guild Library. I started with sawing the lumber for this boat and built the jig to build the hull. Following the plans, which were 1-inch to the foot, I continued for three winters to build this one. I finished it as the actual sailboat is with the seats and combing, deck winches and rigging. I machined and made the hardware. Again, my daughter made the sails from plans that I provided. All sheets and halyards are exact and lead to the cockpit. This one turned out excellently and I have displayed it a couple of times with lots of good reviews and interest.

All my models are were built from scratch except the two Bluenose Schooners. It gives me a lot of pleasure to build the models. I am now building my first fibreglass hull sailboat - a C&C 30 based on the original plans. I have owned and sailed a C&C 30 for 30 years.

A good way to start model boat building is to start with a boat kit, which has all the parts and pieces with full instructions. After one or two of these, you may want to go to a scratch-built boat following a set of plans. Either way, it's a great hobby, teaches patience and your reward is a model boat for display.

Norman Raine is a longtime member of the Halifax Power and Sail Squadron, and has served on the executive committee of the squadron. Norm has also taught courses for the squadron, winning the G. William Bowman Instructor of the Year Award and the Ref Reid Award for Boat and Engine Maintenance Instructor of the Year (twice).

Norman won recognition for his models at three CPS-ECP annual general meetings – at the Halifax AGM where he displayed the Rosborough Model and placed first; at the Quebec City AGM where he displayed the Dragger and placed first; and at the Charlottetown AGM where he displayed the Sardine Carrier and placed first. ■

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FOLLOWING MARINE RULES OF THE ROAD WILL PREVENT A BOATING TRAGEDY

– BY JOHN GULLICK, CPS-ECP MANAGER OF SPECIAL PROGRAMS

I have redrafted this article that I wrote in 2019 because of the recent tragic boating incident on Lake Joseph in the Muskokas. Requests for information about Marine Rules of the Road are among the most common that I receive. This article contains information taken with permission from the Canadian Power and Sail Squadrons Pleasure Craft Operators Card (PCOC) Boating Basics Course.

One of the primary rules of the road is To Keep Watch To Avoid Collisions.

Keeping a constant watch for others on the water is common sense and the law. If you are sharing water with other vessels that are less maneuverable than you, remember it is harder for them to take avoidance action. This is a good reason to give them lots of room and stay out of their way.

Boating can be fun and safe for the whole family. With basic knowledge and care, a boater can avoid trouble instead of trying to get out of it. When operating a boat you are responsible for the safety of the boat, the safety of your guests and any damage caused by your boat or its wake. Others have the right to assume that you know what you are doing.

It is a criminal offence to operate a vessel in a dangerous manner like waiting until the last minute to avoid a collision and operating a boat at a greater speed than required to maintain steering control.

You must also remember that boats, unlike cars, do not have brakes. They steer from the back and not the front, and they need minimum power to maintain good steering control. When you stop power from the engine, there is minimum steering available from the rudder, the outboard or outdrive, and the

boat tends to travel forward in almost a straight line making it difficult to avoid a collision with anything near the front of the boat. So maintain a good distance to allow for any reduced maneuverability.

There is seldom an excuse for a collision. It can almost always be avoided by maintaining distance and keeping a good lookout.

To fully understand rules of the road, you must also understand the nautical terminology for “left” and “right”. When facing forward in a boat, the left side of the boat is the port side and the right side is starboard. At night, also remember that for the navigational lights the green light is on the right or starboard side of the boat, and the red light is on the left or port side of the boat.

If you see an approaching boat’s red light, it is in your “danger zone” - the zone covered by your green light. It is the Stand On vessel and has the right of way so you must take avoiding action. You should expect that the boat with the right of way, the Stand On Vessel, will maintain its course and speed.

Please note that the term “Right of Way” is not an official term that can be found in the Collision Regulations. However, it is a term that most recreational boaters seem to better understand than the term “Stand On Vessel”.

Regardless of who is the Stand On Vessel, or the Give Way Vessel, it is everyone’s responsibility to maintain a watch at all times and take any action required to avoid a collision. Following these simple rules will help ensure that everyone has a safe and enjoyable boating season. ■



The old S.S. Pumper at Manotick.

OUR SUMMER JOURNEY ABOARD 'BOLDLY GO' WAS ALL WE EXPECTED AND THEN SOME

- BY JEFF EVANS, SARNIA POWER AND SAIL SQUADRON

Ralph Waldo Emerson wrote "Life is a journey, not a destination." The same can be said for boat trips.

I write this while anchored at Beausoleil Island, 1,002 nautical miles into our summer journey.

This past winter, Cecily and I discussed options for our summer boat trip out of Goderich, Ontario aboard Boldly Go. Having recently retired, we elected to cruise to Ottawa via Lake Huron, Georgian Bay, the Trent-Severn Waterway, Bay of Quinte and, finally, the Rideau Canal and then return.

Departing mid-June from Maitland Marina, we travelled up Lake Huron, rounded Tobermory and set course for Echo Bay just off from Parry Sound for two nights at anchor. Echo Bay is a lovely anchorage just north of Henry's Fish Restaurant which provided an excellent pickerel lunch as we proceeded south.

After another night's anchorage in Frying Pan Bay, we docked at Queen's Cove Marina in Victoria Harbour in preparation for the Trent-Severn voyage. The stop doubled as a long overdue visit with local family members. After two nights in Victoria Harbour, we set out for the locks.

We completed the Trent, Bay of Quinte and Rideau system over the next few weeks, stayed one night in Ottawa, and then retraced our route back to Victoria Harbour where we landed six weeks after our Goderich departure. One night at the marina and now we are anchored off Beausoleil Island, getting ready to enjoy our return trip up Georgian Bay.

This is where my travelogue stops. There is an endless supply of excellent articles that provide insights into traversing the national canal systems. Rather, I would like to share tidbits and images that impacted me over that time.

I was overwhelmed by the various birds and beasts we encountered along the way. There were any number of frogs, turtles and ducks that locked through with us in the Trent-Severn. It was commonplace to see blue herons, egrets and loons in numbers I don't remember as a kid. Even more interesting were the hundreds of swans we encountered along the Rideau. Most special was sighting a bald eagle (a first for me) on Lovesick Lake. What a magnificent bird!

An unexpected encounter with a black bear on Mitchell Lake, who crossed the channel three meters ahead of us, created much excitement amongst the crew.

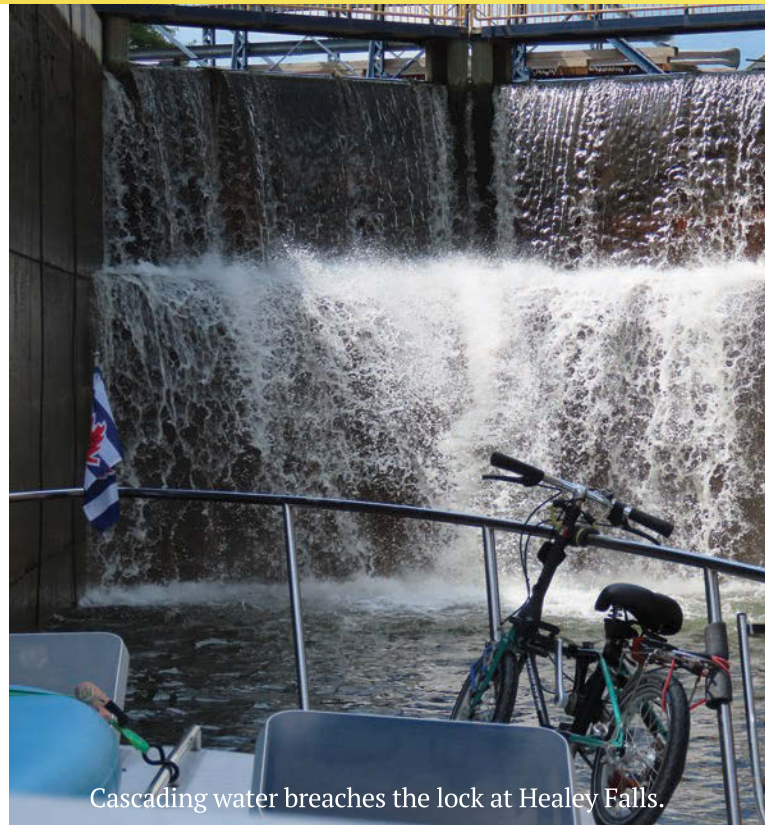
There were also various characters along the way that created special moments, such as the hydrofoil windsurfer blasting past us on Balsam Lake and the grinning old guy near Osgoode on his antique three-point hydroplane. And who could forget the gentleman in Smiths Falls walking his pet pig past the lock.

The best, however, was the youngster tying up the family pontoon boat at Upper Brewer's Lock. In him I saw yet another generation of boating enthusiasts.

Watercraft were obviously plentiful including a beautiful early Chris Craft fibreglass cruiser at the Buckhorn Lock; various abandoned craft like the sunken wreck at the Percy Reach Lock; the lawn ornament sailboat at the Jones Falls Lock; the



A windsurfer on Balsam Lake.



Cascading water breaches the lock at Healey Falls.

old cruise boat S.S. Pumper at Manotick; and the minimalist cruiser (a covered tin boat) at anchor in Big Rideau Lake.

For those interested in the locking experience, after going through about 160 locks, my best advice is take it slow and have many fenders. The crew were excellent at adjusting the fenders and securing us. Canal staff was top notch and helpful when required. Still, the odd lock proved a little unnerving, such as the cascading water breaching the top of the doors at Healey Falls to cope with upstream water levels.

As I mentioned earlier, Cecily, Jasper and I are still on this journey as we will now head up Georgian Bay, round Tobermory and back down Lake Huron to Goderich. I can categorically state that the Trent-Severn and Rideau systems are the best boating value anywhere. Our annual pass for both lockage and moorage cost \$750 for a 46-foot boat. The moorings are beautiful and great value considering an overnight docking at a marina for Boldly Go is more than \$100.

Create the next journey in your life and take in Canada's canal systems. ■



A bald eagle at rest on Lovesick Lake.

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NO NASTY SURPRISES WITH THE WEATHER TO BOAT APP AT HAND

- BY JOHN GULLICK, CPS-ECP MANAGER OF SPECIAL PROGRAMS

I often get asked questions about boating and the weather. People want to know when it is safe to go out boating and what to keep an eye on when they are on the water.

Canadian Power and Sail Squadrons has a great weather course but now the Canadian Safe Boating Council has just released a new app that provides local weather conditions on demand, important safety information, trip advisory information and much more.

The Weather To Boat app is now available to download for free in the app stores.

More than just weather, it provides information to help make your boating experience safer and more enjoyable.

Get all the key information needed in one place, including:

- Up to date marine and local weather forecasts for your boating area
- Pre-departure checklists
- Geo-referenced marinas and boat launches

- Marine Rules of the Road
- Safety equipment required specific to your boat
- A dynamic interactive trip planner with emergency contact alerting
- Boating tips and videos



Many boaters have experienced the unpredictability of Canadian weather conditions. Sometimes what can start out looking like the nicest day for boating can quickly turn into one of the worst weather days. Unsure whether to boat? Download the Weather To Boat app today to help keep you safe on the water.

Visit www.weathertoboat.ca to learn more

The Weather To Boat app is developed and promoted by the Canadian Safe Boating Council (CSBC), a registered charity, with support from its members, partners and Environment and Climate Change Canada, and is funded through the Search and Rescue New Initiatives Fund (SAR NIF), Public Safety.

INCREASING SOCIAL MEDIA PRESENCE KEY TO OUR SUCCESS

- BY SUSAN MELLOW, MARKETING CHAIR, CPS-ECP

Marketing has been making use of social media in a big way, increasing Facebook ads targeting the fishing, sailing and boating/yachting audiences. These messages are designed to reach close to 250,000 boaters. Thanks to the squadrons that participated in that initiative.

National Safe Boating Awareness Week May 22 to 28 was supported by daily CPS-ECP trivia questions and messages on Facebook and Twitter resulting in high engagement numbers, new followers and close to 60,000 seeing our messages.

Our Instagram page has also seen a 20 percent reach increase - an increase of 6.9 percent in May alone.

The Atlantic Regional Marketing Committee was busy during the pandemic pooling squadron monies to purchase Facebook ads to bump up visibility, educational offerings and safety messages. They added a hometown flavour unique to them with good use of CPS-ECP branding.

Share The CPS-ECP Love With A Google Review

Please take a moment and write a Google review for CPS-ECP. The number of reviews received increases our organization's ratings in the industry as well as visibility and credibility.

1. Go to google.com
2. Search for "Canadian Power and Sail Squadrons" and select.
3. Scroll down to find the reviews area (next to the star rating in your search results, or under the establishment's name in the sidebar in Google search) and click on the button that reads "WRITE A REVIEW."
4. Write a good review, tell us how much you love CPS-ECP and hit post.

Your Words, Photos Are Always Welcome

CPS-ECP Communication Chair and Porthole editor Paul Rellinger asks that you please continue to send squadron newsletter items (with photos if possible), or anything else of reader interest, to him at communication-chair@cps-ecp.org or theporthole@cps-ecp.ca

Marketing comments can be sent to Susan Mellow at natmarketingcomm-chair@cps-ecp.org ■



STRETCHING THE BOAT SEASON INTO THE SPECTACULAR FALL SEASON

- ARTICLE COURTESY OF THE CANADIAN SAFE BOATING COUNCIL

If one of your annual post Labour Day rituals is to hitch up your boat and put it away for the winter, you're missing out on a spectacular fall boating season.

While swimming and watersports may lose their lustre as the water temperature cools, taking in the fall colours of the shoreline from the water is nothing short of breathtaking. Pristine anchorages, normally clogged during July and August with hundreds of boats, now offer quiet solitude. And for anglers, the action is hot with fish actively feeding ahead of the long winter freeze-over.

The benefits of fall boating necessitate extra attention and an ability to be self-sufficient because there are fewer boaters in the immediate vicinity should you require assistance. Consider these precautions to maximize your safety and enjoyment as you stretch your boating season.

Before heading out, be sure to check the weather forecast. The mixing of warm and cold air can quickly spawn high winds and waves making it treacherous for small boats.

Fog, too, is an issue at this time of year making visibility difficult. Should you find yourself in a fog bank, be sure to proceed slowly and sound your horn at regular intervals to alert other boaters of your presence.

Well into October, daytime temperatures can occasionally be balmy but resist the urge to bring your shorts and T-shirt back out of the closet. Dressing for the water temperature will help slow the onset of hypothermia should the unexpected happen and you find yourself in the water.

Accidental cold water immersion can be shocking but don't panic. It may take a minute or so to get your breathing under

control after the initial shock but you will have at least 10 to 15 minutes, even in very cold water, to affect self-rescue before you will start to lose muscle control in your arms and legs. This is where an approved lifejacket, either inflatable or inherently buoyant, is an essential part of your wardrobe to keep you afloat.

Be sure to leave a float plan with a responsible person on shore who will know what to do if you're overdue. A marine radio or cell phone will allow you to call for assistance should the need arise. Having a few tools and spare parts aboard will also allow you to fix minor problems that might otherwise cause you to be stranded out on the water.

Ensure that your boat and engine are in good shape and mechanically sound. Ethanol-based fuel can allow water contamination in the tank. Use a fuel additive to prevent water in the fuel line from freezing that could cause your engine to chug to a halt. If using portable fuel tanks, it's a good idea to have a spare on board as a reserve.

As you head out, be wary of reduced water levels that can result after a long, hot and dry summer season. Some of your favourite shallow water fishing holes may be inaccessible at this time of year. Also, while underway, keep a sharp lookout for debris and chunks of ice that could penetrate your boat's hull at speed.

Don't be afraid to indulge in the splendour and peaceful solitude that fall boating has to offer. Just keep in mind these few tips and prepare to build memories that will last until the spring thaw.

For more tips on boating safely both early and late in the season, visit CSBC's SmartBoater.ca ■

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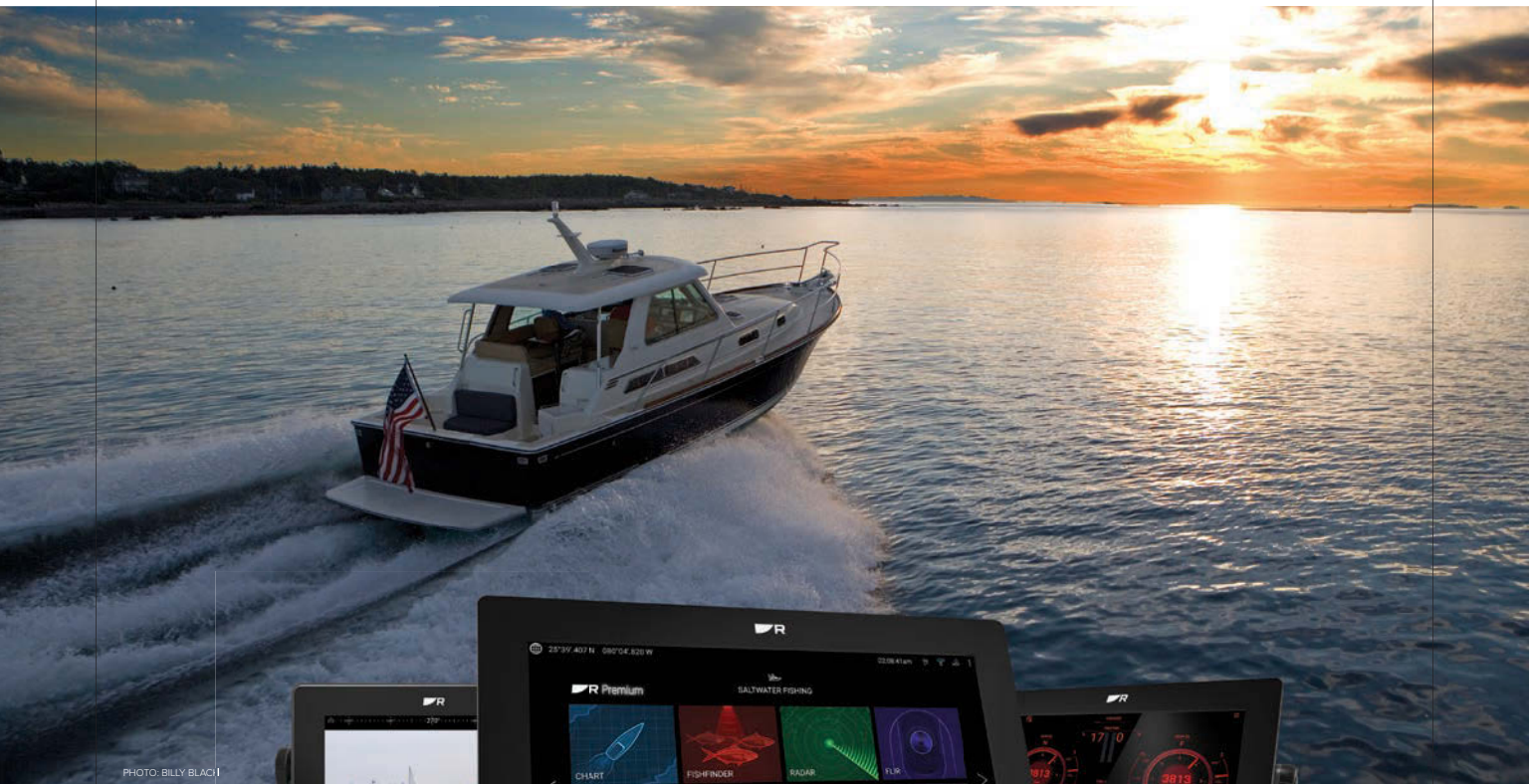


PHOTO: BILLY BLACK

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Fountainie Pajot Astrea 42

360 DEGREES OF COMFORT FOR FAMILY, FRIENDS OR CHARTERING

By | Katherine Stone

On a beautiful summer morning in July, I hopped aboard a new-owner delivery from the Outer Harbour Marina in Toronto to the Port Credit Harbour Marina in Mississauga, with the President of Navy Point Yacht Sales, Steve McPherson. I don't know if I have ever referred to a boat as pretty, but this adjective fits the Fountainie Pajot Astrea 42 to a tee. The transitions and communication from interior to exterior spaces are seamless and well-thought-out with functional ergonomics. The design team of Berret-Racoupeau have left behind the "traditional" layout style to move forward with a beautiful "urban-chic" elegance that is truly luxurious and especially comfortable.

ON DECK

The cockpit is exceptionally ample for a 42-footer, allowing a 360-degree view from the 12+ table seating using the optional deck chairs and teak pull-out



Dining outside with friends and family

table. This is where FountainiePajot does their magic with interior design and liveable space that is very comfortable. The cushions are remarkably soft, springy and inviting for relaxed conversation during

and after a meal. To be perfectly honest, this is where we all spend most of our time on a boat, and there is nothing nicer than al-fresco dining.

The ample, hydraulic swim platform at



Fun for the whole family off the swim platform

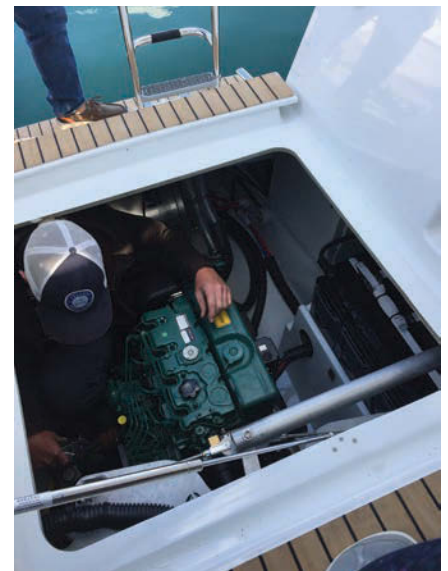
the stern has a nice long swim ladder and is very convenient with standard davits so that a dinghy is able to drive straight up. However, it adds quite a bit of weight to the stern of the boat and is a costly option. Although our test model had the optional twin 50 HP Volvo Penta engines compared to the standard twin 40 HP (both with saildrives and folding props) you have unbelievable access, enabling your mechanic to hop down easily and with elbow room to spare for any repairs or servicing. The coolant level, water filter, saildrive, rudder tube and autopilot are also accessible without requiring contortions.

The helm station is most certainly one of the highlights of this model with incredible forward visibility, although not as great on the port quarter when backing up. All lines run back to the helm like any great catamaran, and they tail nicely into bins. The lines and helm can easily be worked by two people. Our test Fountaine Pajot Astrea 42 was equipped with two electric winches. The nicely enclosed helm has charts, engine controls and navigation right at your fingertips, with the coach top sun lounge area right beside. On a long passage you can actually put your feet up and relax on the soft cushions with great communication between cabin, cockpit and helm stations. The hardtop Bimini sports windows so you can easily

see the sails.

Although there are good handrails to move up and down stairs, moving up the side decks toward the forward lounge area, the lifelines are your only safety feature. The forward lounge area has lovely, comfortable cushions with ratchet backs and ample seating, offering another separate outdoor space. The foot-well easily drains away rainwater and spray. The boat is set up for jack lines, has a compartment for a generator and another compartment for the anchor/windlass system. The forward hatches can also be used for storage or converted into cabins. There is also an optional bowsprit for a Code Zero. Blue lighting enhances the nighttime experience to make it even more special.

Fountaine Pajot's high-tech production methods create parts that require no retouching. The hull is a glass/balsa/polyester sandwich construction. Injection molding molds on PET foam (Airex) are used for the deck and coach roof. With three reefing points, full batons, a square topped main, great sail area and lower boom, the boat is designed for more performance. The extra-wide traveller does all the work for the mainsail. The bottom reef can easily be done while inside the helm station, but the top two require more help by moving to the coach-top to attach the sail's tack.



The engine area is a mechanic's dream

BELOW DECK

Moving inside you are greeted by a beautiful U-shaped galley with double-bowled sinks, countertops and oodles of storage space. The abundance of natural light and under-cabinet lighting in the evening, allow this inside space to easily transition to the outside. Communication with the cockpit and helm station is seamless with large windows and great visibility in all directions. The refrigerator has four deep drawers that keep foods separated and easy to find. This is a true bonus in my book! The versatile oven is a



This is the master stateroom head with elegant vanity and walk-in shower



The convection oven makes living aboard enjoyable



The fridge has four easy to access drawers



Owner's suite with working desk and island bed

propane/electric/convection unit. The traditional nav station has repeated Garmin instruments from the main helm that are compatible with Navionics and your iPad. The salon features more of those wonderfully soft cushions and three different table configurations for berth, cocktail and dinner usage.

Accommodations have the option of two models – either a four cabin Quatuor model, or the Maestro version with two guest cabins and the elegant owner's suite. All cabins have built in screens and shades in the overhead ports. Both guest cabins have queen-sized island beds with underbed storage and abundant lighting. Each has an en suite head with their own washbasin and toilet. The extra living space is gained by having a shared shower, accessible from either side; a brilliant idea!

The owner's cabin immediately entices you with the large island bed with underbed storage, recessed shelving and abundant storage. The private master head is much more accommodating for two people and the elongated sink is aesthetically pleasing and very luxurious. The option for a washer/dryer system has already been pre-plumbed. The biggest surprise awaits you as you round the corner to discover the walk-in shower that is a dream-come-true on a sailboat!

The next surprise just might be how well the boat actually sails. With good balance and stability, the bows easily cut through big chop to deliver an incredibly smooth ride. The Fountaine Pajot Astrea 42 is definitely a very comfortable boat that hides the sensation of speed. I had the opportunity to speak with the new owners after they had enjoyed several sails and I am thrilled to report that they are extremely pleased with the boat's performance. They are easily able to achieve 70% of the wind speed and the boat is significantly faster than their previous Hunter 36, except when sailing upwind. Docking a catamaran was definitely a new experience for them, but after a few practices, they are now finding it much more maneuverable to dock than a monohull. The one thing they kept coming back to was how incredibly comfortable the boat is, especially the beds. The only downside in the Greater Toronto area was finding a dock that could accommodate the beam of their new boat.

SPECIFICATIONS

ENGINES:

- Motor: Volvo Penta 2x40hp (2x50hp option)
- Transmission: Saildrive
- 40hp motors + three-bladed folding propellers

LENGTH OVERALL: 12.58 m / 41.3 ft

BEAM: 7.20 m / 23.6 ft

DRAFT: 1.25 m / 4.1 ft

WATER CAPACITY: 2X350L

FUEL CAPACITY: 1X470L

LIGHT DISPLACEMENT: 11,580 KG / 25,530 LBS

MAXIMUM DISPLACEMENT: 15,600 KG 34,392 LBS

MAINSAIL AREA: 66M²

GENOA: 40M²

ARCHITECT AND DESIGNER:
BERRET-RACOUPEAU

BUILDER: FOUNTAINE PAJOT

CONSTRUCTION: BALSA / GLASS /
ANTI-OSMOSIS POLYESTER RESIN



The back deck features a grill, plenty of seating and a flip back support

Summing up, we are definitely in the era of booming production boats with a huge following. This model is packed with volume and will be great for either chartering or family use. Keep in mind that most production boats come with no amenities and there are a wide range of options and prices that go along with that. Although it is not the least expensive catamaran on the market, the Fountaine Pajot line is known for their comfort and aesthetics which, for many, far outweigh the price.

This 3-cabin Maestro version landed in Montreal, Canada with generator, optional extendable teak table and chairs and cushions came in at \$800,000 CAN including taxes and duty. Delivery is now available in 2024 with a 10% deposit.

Your Fountaine Pajot dealers:

- Navy Point Yacht Sales in Toronto, ON and Sacket's Harbor, NY
- Marina Lennox in Montreal and Quebec City, PQ
- Signature Yachts in Seattle, WA

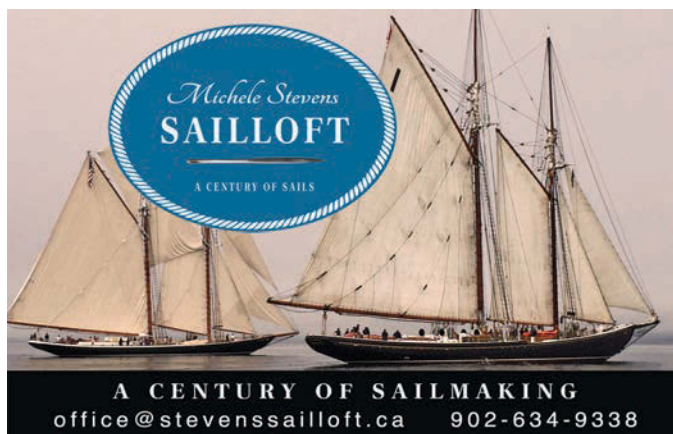
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OAKLEY 245 CC

**ALL WEATHER
VERSATILITY**



By | **Andy Adams**

The multi-generational island cottagers of Georgian Bay and serious fishermen are just two of the groups most attracted to the new Oakley Boats models.

Brad Oakley has been around the boat business his entire life and he said to me that he has long admired durable, seaworthy welded aluminum boats. His company WMW Vacuum Pumpout Systems in Waubaushene, Ontario on Georgian Bay, builds highly regarded vacuum pump-out systems and Oakley's equipment is in so many marinas that he knows a lot of people in the business.

Running his successful pump-out business and now launching Oakley Boats makes business sense.

Oakley already had a fabrication shop including an eight-person team of MIG welders and others with the kind of skills necessary to build welded aluminum boats. Starting a boat company from scratch though, would have been unnecessarily expensive and time-consuming. Instead, he discovered a way to commission the hulls from an established overseas yard the same way as Fleming Yachts, Grand Banks and some other brands do.



This gives a nice view of the open and generous interior space on the Oakley 245 CC.

Oakley went to a yard that normally builds commercial vessels. They had the resources and experience to do all the design work, destructive testing and other steps necessary for CE certification, US and Canadian Coast Guard certification. An interesting point is that the shipyard had very large sheets of aluminum stock available, so that the whole side of our

Oakley test boat was made from one piece of aluminum, cut using a computer-driven waterjet cutter. It takes huge expensive machinery, but this shipyard is accustomed to using it. An interesting point is that our test boat was painted gloss black to show off how smooth and beautifully finished the side of the hull is.

In this way, Oakley buys the high labour

content and expertise from the commercial shipyard for the hulls plus, he can easily change up his designs using their resources. He then receives the complete hull up to the gunwales and his people in Canada go to work completing it.

Oakley boats have four different hulls available and they can complete them in any one of four different configurations here in Canada. The Oakley 245 CC has extensive EVA decking on the top-sides from bow to stern and throughout the interior. They get those parts all cut by CNC router and they install the sheet here achieving a considerable saving. The EVA surfaces are hard-wearing, cool, grippy and soft for bare feet. The EVA also reduces noise and vibration that can be loud in unfinished aluminum boats.

Our test boat was the 245 CC cuddy cabin model that seems to us, to be an ideal design and layout for Georgian Bay. The 245 CC is 24 feet overall and has an 8-foot 3-inch trailerable beam at the gunwale. If the boat seems a bit high and square, that's because it is, with a beam of 7-feet 10-inches at the waterline. While the boat draws just 26 inches of water with the motor up, the hull has a maximum depth of 4.75 feet, so it's a deep boat for its size.

The Oakley 245 CC has a double reverse chine and a very deep 23 degrees of deadrise to really slice through the waves. With its deep freeboard, the 245 CC feels very safe. Where this boat shines is being a safe, dry cottage hauler or fishing boat and it's perfect for water access Cottagers who often carry lots of people or cargo, sometimes through inclement weather. The beam at the chines translates into stability and that's an asset for fishing, loading cargo and carrying passengers.

The test boat had a 2021 Suzuki 250 horsepower outboard, but as the builder, Oakley can work with any engine brand a buyer prefers and the 245 CC can be rigged with single or twin engines up to 300 hp. The Suzuki ran great and featured electronic shift and SeaStar steering. The DF 250 has a dual overhead cam powerhead with four valves per cylinder and multi-point sequential electronic fuel injection. Suzuki includes Variable Valve Timing (VVT), which maximises torque in the low/mid-range while a multi-stage induction system maximizes airflow efficiency for top-end performance.



With a starboard side gate and walk through, the swim platform will be quite usable.



The EVA decking continues right to the bow and gives both secure footing and noise insulation too.

Our readers may not be as familiar with Suzuki engines as some other brands, but Suzuki is sold globally, has comparable features to the top competitors and Suzuki offers a full line of engines right up to 350 horsepower.

ONBOARD ACCOMMODATIONS

It's all about space for people and cargo. The cuddy cabin is surprisingly spacious and under the hardtop is 6 feet 6 inches of headroom meaning that even a very tall owner is probably going to be comfortable in this boat.

There is a toilet in the centre cuddy cabin area under a cushion and there's lots of space around it, but our test boat was set up with the cuddy cabin totally open so there was no real privacy for using the

head (although a simple curtain could fix that). On the other hand, most Cottagers would prefer the very wide-open access for loading cargo, groceries, luggage and so on.

Perhaps the main feature for most owners will be the very large and open cockpit. The high sides have a number of advantages. Obviously, it has a lot of freeboard for rough water, but we found that at the docks on Georgian Bay where we were, it was easy to just sit down on the gunwale and swing your legs in. For me as a 6-footer, it was effortless to just stand right up. There was no big step down and if I had been fishing, I would feel very secure leaning against the sides.

An interesting and valuable feature of the Oakley 245 CC is the fact that it has



This shows the helm seating and the aft-facing jumpseats. There is storage in the seat bases.

both dual fuel tanks and dual fuel fillers allowing you to select one tank or another to help balance the load or to close off a tank that might have gotten compromised fuel.

The test boat had no real navigation equipment installed yet, but there's lots of room for electronics to be installed in the overhead console as well as on the dashboard. We noticed the large aluminum tube that runs the length of the boat from the helm to the transom; it carries all of the wiring resulting in a clean look and greater safety.

We found a substantial underfloor livewell and there are scuppers port and starboard. I thought they looked a bit small until I realized that in the centre was a scupper that has to be a foot wide. You could drain the water out of this boat in no time!

Owners will also appreciate the

freshwater washdown system. Just hose 'er out!

Other features that hint at the boat's serious commercial construction include the welded aluminum handrails that run up the deck, across the transom and all around the cabin roof. There always seems to be a place you can grab on if need be. There's a very large deck hatch and that would be my choice for going forward if I was in rough weather and the anchor locker with electric windlass feeds a chute at the bow. Our boat was not yet fitted with its ground tackle system, but the huge anchor locker will hold plenty and it drains out at the chine.

The cabin roof itself is nicely handled with protection from the windshield overhang for the sun and one very large windshield to maximize outward vision. The sliding side glass is versatile; you can open it from the front or the back to suit

SPECIFICATIONS

ENGINES:

► Suzuki DF 250, 4,028 cc, dual cam V6 with 24 valves, EFI, 250 horsepower, stainless steel prop

RPM	MPH	RPM	MPH
650	2.7	3,500	22.1
1,000	5.0	4,000	29
1,500	6.7	4,500	32.4
2,000	8.5	5,000	36.1
2,500	11.9	5,500	41.9 MAX
3,000	18.2		

LENGTH OVERALL: 24' / 7.32 m

BEAM: 2.87 m (9'5")

DRY WEIGHT (BOAT AND MOTOR): 4,229 lbs / 1,954 kg

DRAFT: 4.1"

FUEL CAPACITY: 95 GALS / 360 L

PRICE (INCLUDING TRAILER, SAFETY GEAR, FREIGHT AND SUZUKI 250 MOTOR): \$139,000

TEST BOAT AND PRICE PROVIDED BY: OAKLEY BOATS, [HTTPS://OAKLEYBOATS.COM](https://oakleyboats.com)

your need. There are side deck rod holders and a rocket launcher on the cabin roof.

An interesting feature is that the entire cabin roof can be removed by taking out just four large bolts if you wanted to trailer it to a garage. Make no mistake though, this is a tall boat and we loved the 6-foot 6-inch headroom.

The entire boat inside and out, has had the aluminum etched and then painted for a very attractive finish. A buyer could choose to leave the boat in bare aluminum if they wanted something really rugged and low maintenance, but it's quite attractive this way.

The helm and companion seats were placed high on boxes for good forward vision, have storage inside and there are aft-facing jump seats at the back. The folding aft bench seat can accommodate two or three more. That still left a vast expanse of flat floor for cargo, working a fish, or using removable seating. It's very versatile. Across the transom is a swim platform with a starboard side walk-through and a great angled set of swim steps.

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PERFORMANCE

The seating position gives a great view in all directions and you sit high with a footrest and the controls in easy reach. The seats adjust for reach. The SeaStar steering has a light, positive feel that made even sharp turns easy and effortless. With the boat trimmed in all the way, it planed off in 5 and a half to 6 seconds, so there's plenty of power for a load, or towing tubes and the test boat had trim tabs to help in side winds.

Suzuki recommends the best operating range maximum for this motor to be 5,500 to 6,300 RPM and the 4-blade stainless steel prop on the test boat was chosen for fuel-efficiency. That didn't hamper the acceleration though and we saw a top speed of 41.9 mph at wide-open throttle turning 5,500 RPM.

Normal comfortable cruising at 30 mph has the Suzuki turning a quiet and effortless 4,000 RPM and according to the digital engine readout, we were doing 3.5 miles per gallon which is good.

OVERALL

The Oakley 245 CC feels like a rough and tumble partner that's ready to take on anything, alone or with a big gang. The Suzuki 250 is nicely matched and the package should deliver years of safe, comfortable service through just about any weather.



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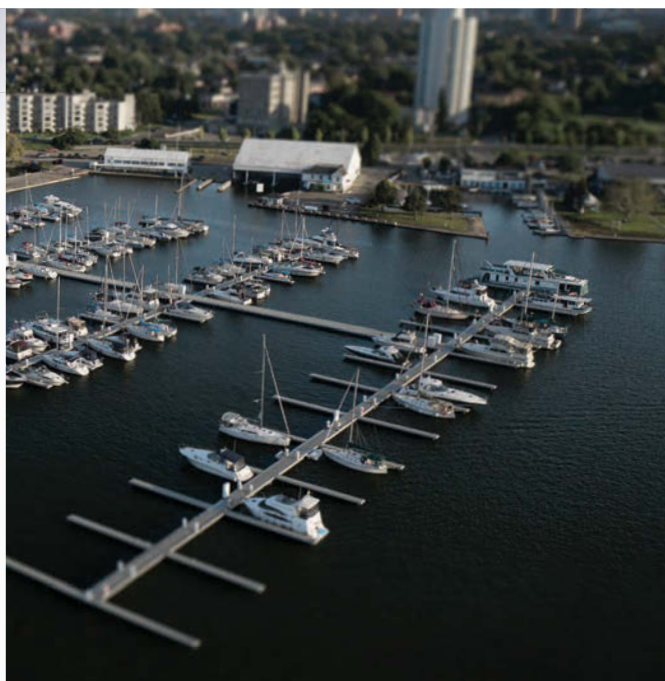
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THE VERY OFF SEASON

By | John Morris

You're probably wondering how this winter is going to work out. Yes, there are charter destinations available and sunny climes with boats, but are we going to be able to get there? If not, I have compiled a list of pastimes that will keep you occupied during the season when you would be off on a different boat adventure.

Knitting - Most boaters are not strangers to tangled lines, so you already have a jump on knitting. The knitting needles are like scaled down boat hooks only when you manipulate them you get a nice sweater. As a bonus, that's significantly more appealing than the slime covered mooring line you snag with your boat hook off the guano-covered tire at the marina.

Snow skiing - while some boaters are familiar with snow skiing, for those who are not, it's basically water skiing with the water frozen, which seems ridiculous. Just a note, you cannot wear that flashy fuchsia bathing suit.

Philately - before email was invented, people used something called "mail", which involved writing on paper, placing it in an envelope and sticking a "stamp" on it. These stamps often had a royal portrait or, more excitingly, a boat like the Bluenose or Miss Supertest. Some people, presumably with a lot of time on their hands (that's now you in the off season, alas) collect them and store them in albums in the basement. Taking those albums out once a year is a delight for those collectors who actually enjoy the kind of mildew odours your bilge so abundantly produces. Perhaps you and fellow philatelists can happily share that scent.

Bird watching - you get to use your binoculars. Beyond seagulls and cormorants, there are some other, smaller birds that migrate much as boaters used to before border restrictions and vaccine passports were conceived. Your foul weather gear will also be useful since ornithologists often take pleasure standing in a swamp in the rain. It will remind you of an early season line squall.

Music - beyond the dock party and waterfront bar featuring a Credence Clearwater or Jimmy Buffet cover band, there is a world of other music. Concerts even.

Alternate eating - during the boating season you might easily think that the world survives on beer and margueritas or possibly other beverages with small paper umbrellas. Here's your chance to explore blueberry basil kombucha, almond milk, oat milk, soy milk, walnut milk and low-fat coconut milk. You might take a look at kefir. Yes, people drink that. There's a whole alternate universe just a YETI mug away.

People to talk to - you have probably already figured out that, oddly, some people are not boaters. What you may not yet have learned is that some of them are very nice, interesting individuals. They are easily engaged so you can discuss world

events (see Note 1) or their families (see Note 2) or even go to a non-nautically themed restaurant and enjoy a dinner that is not clam strips and fries.

Note 1: World events are largely non-boating-related occurrences involving politics, health or other news. Most of this has nothing to do with boats (surprisingly) but is often of national or international importance.

Note 2: People who don't own boats nonetheless often have relatives, children and even grandchildren. Since they are not boaters, they cannot invite them for a day on the water, but they do other less interesting things with them. Soon they will be planning holiday festivities and even shopping for gifts like non-folding bicycles or non-waterproof clothing. There are stores and stores filled with this stuff. You can purchase gift dinnerware, or even bathmats that have flowers or spaniels adorning them rather than anchors or signal flags. Who knew?

In summary, it's going to be a long winter, but by taking up some other interests you will get through it. When you eventually re-acquaint with your boating friends you can briefly describe the other things you did, apologize, and then get back on the boat.



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