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AUGUST 2016 NEWSLETTER

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This newsletter is available as an MP3 audio download at <AudioSeaStories.net>. It is read by Michael and Patty Facius. We recommend a broadband Internet connection to download, since it is a large file.

You can also Download a printer friendly version <[in MS Word](#)> or as a <[PDF file](#)>.

Want to look up a previous newsletter? We've added an <[on-line index](#)> of all the *Good Old Boat* newsletters.

OUR BLESSING UPON YOU AND YOURS

Steve Tudor sent us this blessing recently. We think it's a perfect sentiment for all who are out enjoying the summer aboard their sailboats:

*May the wind blow steady as you need and
May your anchor hold firm at the end of the day.*

Our thanks to all of you who subscribe. Our blessings upon you one and all!

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OF LEMONS AND LEMONADE

Every so often the founding editors look up from producing the next issue and the one after that and wonder why some subscribers have not renewed. We're so into it we can't believe that anyone else could be less committed. A one-year subscription costs only \$40 after all . . . about what you'd spend for a dinner out on the town or any number of routine things people do.

Once we start wondering about these things we send an open-ended email message asking what happened that caused each reader not to renew. As a result we receive a few lemons but also the makings of a lot of lemonade. Some simply forgot to renew and, when reminded, signed up once again. Some no longer have a boat for any number of reasons: there were health issues or they grew too old or they simply moved on to other pastimes. Some had to cut back on expenses. Some have decided they don't have the time for reading.

In addition to wonderfully fond messages of farewell, we receive the nicest notes of astonishment that they had let their subscription lapse. Here is a sampling of the messages we received in early July.

WE WERE RELOCATED

For many years, my wife would just laugh at the time I spent reading what she referred to as my "boat porn." I was honored to win your T-shirt contest and spent far too many hours fixing up good old boats. *[Then a job move caused the sale of their boat. However . . .]*

You have just received my payment for a year of *Good Old Boat* and I truly hope we can find yet another sailing chapter to write in our lives of boat addiction. Just as I was, in younger years, waiting for the Montgomery Ward's and Sears' catalogs to arrive for Christmas, I will be waiting with anticipation to receive the latest issue of your publication.

WE'RE STILL SUBSCRIBING

Just went to a digital subscription. And that works very well for us. Much easier to take with us on our tablet than to carry around the hard copies of multiple magazines.

Absolutely love your magazine and have no intention of ending our subscription. Thanks to *Good Old Boat* classifieds we sold our good old O'Day 25 easily this spring to a subscriber in Indianapolis. We upgraded to a newer good old boat, a Catalina 250 that we're loving more every time we take her sailing. Your magazine has provided countless hours of reading enjoyment along with lots of good info for restoration and/or maintenance of our good old boats. Please keep doing the good that you do for sailors everywhere.

MY CREW LET ME DOWN

My subscription was a gift from a friend who gave it to me after he started sailing with me every week. He said it was the least he could do to show his appreciation for taking him out and that he'd renew it every year for as long as he was onboard. I loved each issue and was looking forward to it continuing. Believing that the friend was serious about his offer, I kept waiting for him to renew it.

Well no more! Finally I couldn't take missing another issue and renewed the subscription myself last month. Your email is slightly ill-timed as I have already received (and read) my first issue.

Now I just need to find a new crewmember. ("Gee, sorry Chris . . . no more room onboard. Maybe next year . . .")

.”)

MY BOAT HAS BEEN GROWING

I am 75 and my Peterson 44 is outgrowing my ability to maintain and sail her.

HEALTH PROBLEMS GOT IN THE WAY

I have a MacGregor 25 project boat that I've been working on, on and off for four years now. As a hobbyist, and one who is fond of good old boats, of course I subscribed to any and all publications that I thought applied to my interests of sailboats and their refurbishing. I had subscriptions to five magazines when I found yours on the magazine rack at a Barnes and Noble bookstore on a trip to Anchorage. Within two years I had stopped all of my other subscriptions except *Good Old Boat*. Your mix of reviews, stories, projects, and how-to articles were just what I wanted in a periodical. You have just the kind of publication I've always wanted.

AGE HAS ITS COMPLICATIONS

Your magazine is perfect. I'm 84 years old . . . not perfect. We are selling the boat . . . not perfect. No income . . . not perfect. So you see, with one out of four, you are way ahead of the game. I am perfectly grateful for all the years . . .

OUR PARENTS NEED CARE AND FINANCIAL SUPPORT

What's the classic saying: it's not you, it's me. But it's true in this case. Love your magazine, love the slower, quieter, more thoughtful content. My wife and I owned an Island Packet 31 up until two years ago. Then we each had a parent go into elder care/assisted living and, in order to help them, we had to sell the boat and give up our moorage. We'll own a boat again in the future; for now, we are redirecting our extra time and money to helping them out. As they say, growing old isn't for sissies.

OUR INCOME IS LIMITED

My wife and I retired a few years ago and we're living on a limited income. We had to prioritize our expenses and eliminate some luxuries in favor of necessities. *Good Old Boat* was a casualty of that process.

In the past few years I have noticed that the once-great magazines such as *Cruising World*, *Sail*, and *Sailing* that I used to enjoy have suffered substantially in content and editorial quality while *Good Old Boat* continued to improve. Those other magazines felt the slice of our budgetary axe long before *Good Old Boat*.

I HAVE A COLLEGE-AGE SON

I truly enjoyed every copy I subscribed to and still have them all. With my son going off to college, some expenses had to be eliminated. For now, I've been reading past issues and truly hope to re-subscribe someday. It sucks to go to one of the brick and mortar bookstores to thumb through a few pages of recent issues. But I have! I learned a lot from all the contributors over the years and I'm truly grateful. I even wrote in once about a Cape Dory Typhoon weekender I restored with some pics and believe it's still posted on your website on the readers' boats page. My mother (a lifelong sailor and quite comfortable napping on the lee side on a good heel) was thrilled when I showed her my photos on the website shortly before she passed in 2011. I thank you for that! I'm still sailing my O'Day28 on Barnegat Bay and at present just maintaining her in her current status.

I've requested, in the event of my demise, that my collection of *Good Old Boat* magazines be donated to the

library in the clubhouse at Mariners Marina so that anyone there for years to come could read, reference, and enjoy as I have. To be tossed in a recycle bin would be sinfully wasteful. So I hope that expresses my admiration of your publication and aspiration of being a return subscriber someday. Truly, thank you for the many years of great reading! Stay well. Stay sailing!

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WHAT'S COMING IN SEPTEMBER?

FOR THE LOVE OF SAILBOATS

- Feature boat: Alerion Express 28
- Boat comparison: Alerion III, Alerion Express 28, and Fantail 26
- Review boats: Slipper 17 and Starwind 27

SPEAKING SERIOUSLY

- Weather watch: Doppler weather radar, part one
- Safe sailing: Singlehanding the mainsail
- Splash test dummy: testing a dry suit
- Aging cable insulation: Don't be shocked
- A winter cover for all seasons
- Calming an eccentric prop shaft
- Lighting
- Instant desk space

JUST FOR FUN

- Doomed delivery
- The view from here: Sailing is safer than getting there
- Web sightings

WHAT'S MORE

- Mail buoy
- Simple solutions: Overhead storage
- Quick and easy: Boathook tricks; Gear organizer; Remote-controlled seacock
- Product launchings
- Reflections: Spider wars

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IN THE NEWS

Those of you who are into games, or are sailing with children or grandchildren who have been struck by the Pokémon Go craze, which now reportedly has 21 million users every day, know that the game features characters called Pokémon that players capture in the real world using a combination of GPS and augmented reality. That also means that Pokémon-mania has also come to the water. BoatUS has posted three tips to keep in mind:

1. Be aware: The U.S. Coast Guard reports “operator inattention” as one of the five main primary contributing factors in accidents. When searching for a “water type” Pokémon, such as “Magikarp,” on a waterway, let the first mate or friend handle the cellphone while the captain keeps a safe lookout.

2. Watch cellphone battery use: users report the game eats up a smartphone’s battery charge. With many boaters today relying on their cellphones for communication, it would be wise to bring along a spare charger, or use battery-saving mode. BoatUS also reminds boaters that only a VHF radio can summon emergency help from the closest rescuers, ensuring the fastest response.

3. Have fun: The BoatUS national headquarters in Alexandria, Virginia, offers a Pokémon “gym” located next to the iconic BoatUS Buoy at 880 S. Pickett Street. At lunchtime, some BoatUS employees can be seen playing the game. (Insider’s tip: The yellow Pokémon Go BoatUS Marine insurance underwriting team often battles other BoatUS departments and, for a limited time, free boat insurance quotes will be available to all players.)

A fourth tip is to be on the lookout for boaters, drivers, bicyclists, and walkers who are playing the game.

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RED DOT ON THE OCEAN: THE MATT RUTHERFORD STORY

Matt Rutherford became a sailing legend when, at 30 years of age, he departed from Annapolis, Maryland, in a scrappy old 27-foot fiberglass sloop without fanfare. Rutherford braved the icebergs of the Arctic and the mountainous waves of Cape Horn to become the only person to ever sail singlehanded non-stop around the Americas, a 27,000-mile journey.

Now Matt’s story is told through his own words and interviews with his family, sailing experts, and others in a film “Red Dot on the Ocean: The Matt Rutherford Story” distributed nationally by American Public Television. Look for it on your local public television station.

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CALENDAR

FIFTH ANNUAL C&C YACHTS NORTHEAST RENDEZVOUS

Sept 10 12

Mystic Seaport

Mystic, Connecticut

The Rendezvous is open to all owners of C&C Yachts, from the early designs to the newest fleet produced by US Watercraft, and will feature a private dock, a group dinner, private Mystic Seaport exhibit tours, a C&C-only Planetarium Show, and much more.

Information and reservations can be found at <<http://cncnortheast.com>>.

46TH ANNUAL NEWPORT INTERNATIONAL BOAT SHOW

Sept. 15 – 18

Newport, Rhode Island

This year's education opportunities include Confident Captain's *At The Helm* instruction program; the *CruiserPort University* seminar series presented by PassageMaker, Sail, Soundings and Power & Motoryacht; and Sail America's *Discover Sailing* program. Additional events within walking distance of the show grounds include the first annual Newport Wooden Boat Show, located at Bowen's Ferry Landing Marina and the Newport Brokerage Boat Show at the Newport Shipyard. Ticket holders will also have the opportunity to tour America's newest tall ship, the 200-foot SSV *Oliver Hazard Perry*, at no additional charge. The ship will be docked at Perry Mill Wharf for tours and staff will be on-hand to answer questions.

For more information or to purchase tickets go to <<http://www.newportboatshow.com/>>

33RD BARNEGAT BAY ANTIQUE AND CLASSIC BOAT SHOW

September 17, 2016

Johnson Bros. Boat Yard

1800 Bay Ave.

Point Pleasant, New Jersey

The Antique & Classic Boat Society will hold its 33rd show from 8am to 5pm. All types of boats are welcome — in-water or on a trailer. There will be marine vendors, marine artists, a flea market, antique and classic American and British cars, radio-control boats, and more. Free admission and parking. Contact Stu Sherk, 610-277-2121 or 732-899-6604 or Ken Motz, 908-910-3653.

UNITED STATES SAILBOAT SHOW

October 6 - 19,

City Dock, Annapolis, Maryland

In October, sailors from around the globe will gather on miles of docks in beautiful downtown historic Annapolis for the United States Sailboat Show.

This is an internationally acclaimed sailboat show, recognized as the largest, most prestigious, and oldest in-water sailboat show in the world.

Stop by the *Good Old Boat* booth, AB8B (east of the big tents) to say hello.

For tickets or more information go to: <<http://www.annapolisboatshows.com/united-states-sailboat-show/>>.

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LOOKING FOR

LOOKING FOR SARA

I'm interested in getting information on a 1973 46-foot Bowman named *Sara*.

Thanks,
Vcrepedit2@aol.com

LOOKING FOR INFO ON ELIZABETHAN 31 SLOOP

I'm looking for in-depth information on Elizabethan Yachts, particularly the Elizabethan 31 Sloop. Built in the UK for the North Sea, these yachts are very well thought of in Europe.

Thanks for any help.

Sam Goucher
samgoucher@fastmail.com

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BOOK REVIEWS

The following book reviews have been [posted online](#).

- ***Red Flags in Blue Water: Misadventures of a Freelance Sea Captain***, by R. A. Bard
- ***Sailing Toward Sunrise: Cruising and Treasuring America's Gulf and Atlantic Coasts***, by Bob and Karen Jones
- ***The Inside Passage***, by Carl Brookins

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STORMY EVENING

by Steve Tudor

I had decided to spend a couple nights out on our local lake, Red Rock, a 15,000 acre Corps of Engineers' impoundment in central Iowa, to see how camping worked in my 22' swing keel North American Spirit 6.5. The first night had gone well but, due to a late start, I only got as far as my slip.

The next morning broke sunny and warm and I headed out on the lake that had been about 12 feet above normal pool for a few weeks. I had three weather apps on my cellphone and knew from them, and a call from my wife, that possible thunderstorms were forecast for much of Iowa through the day. About every half hour or hour I checked a site and noted the storms were tracking through northern Iowa while my location in the southern half of the state was clear to partly cloudy.

In mid-afternoon the forecast started talking about pop-up thundershowers across the state for the late afternoon and evening and my area was to expect a thunderstorm about 8:30 pm. Isn't it amazing how accurate the forecasts can be . . . sometimes?

About supertime, my wife called again to advise the forecast she saw on TV referred to "enhanced" thunderstorms. I checked my weather sites again. Two sites still talked about the 8:30 storm but nothing else. I checked NOAA but my screen advised that the internet connection was not available. All afternoon I had watched storms march across the state from the west or south and decided I should find a protected area with that in mind. I found a nice little cove with trees taller than my mast that protected from the west and some from the south. I cleared the deck, stowed the sails, set up a rain tent on the boom, set an anchor off the bow and another off the stern and sat down to fix supper.

About 8:30 the breeze was light and noticeable but nothing to worry about and I figured the report was off. At 9:05 the change suddenly hit. The wind swung around to the north, straight across the lake at the side of my boat at 24 mph. I looked out of the rain tent and could see dark gray lake with waves and whitecaps coming straight at me. The boat was starting to rock. This was *not* what I understood from the forecast! I got the motor picked up, the folding rudder folded up, and cranked the swing keel up as I didn't want it bent sideways at the hinge. The change in wind had pushed the boat into mud and I couldn't drive out or change the anchors. For about the next hour I could feel each whitecap raise the windward side of the boat and slip it a bit more toward the muddy bank to my south. Visibility through the windows wasn't very good but I could tell I was moving more than the setting of the anchors would allow. Between the waves and the foot of keel that sticks out the bottom, the boat never flattened out, it just kept rocking and heading toward shore.

By 10:00 the wind changed and died, the rain stopped, the clouds blew away and the stars came out. I went up on deck to see where I was and what had happened. By the light of a three-quarter moon I could see that I had blown 50-75 feet in shore and my boat was sitting slightly heeled in about a foot of water, the 500-pound swing keel settling into the mud. I knew I wasn't going anywhere until morning, if then, so I settled in for the night.

The next morning confirmed the observations of the night before. By now the keel was thoroughly settled in the mud and the boat was sitting very level. I tried shifting my weight against the boat to see if there was any movement but the boat wouldn't budge. Both anchors were trailing off the boat but they pulled in fairly easily and were full of the water vegetation that now surrounded my boat. Maybe the mud had not allowed them to grab hold as they should have? Whatever the case, they dragged more than they held.

I called the marina at 8:00 to arrange a tow and briefly explained my situation. I was told a boat would be dispatched soon. About 9:00 two guys in the workboat, an 18' johnboat with a 75-horse engine, came into the area. After evaluating the situation, and shaking their heads some, they hooked my boat to the workboat and gave a tug. Nothing. At that point the other marina employee and I jumped into the water and started pushing on the boat. Stuck tight. We tried hooking to the back of my boat. A nudge. Then the motor on the workboat started heating up because there was no water circulation. The water was only about 4-feet deep where he started pulling. Vegetation apparently was fouling the circulation system on the workboat. The operator called for another boat and man and cold water.

Finally, with three guys standing in a foot of mud and water and pushing up and out and rocking, and the

workboat pulling on the back of my boat, it finally started to work its way free. By 10:30 three of us were hot, wet, muddy and exhausted but the boat was floating free!

A three-hour service/tow call with three guys and two boats cost me \$300 but without the tow and help I sure couldn't have gotten it out myself. At one point, while pushing on the boat, I fantasized out loud that maybe the lake would rise with last night's rain. The operator from the marina commented that the Corps was in the process of trying to lower the lake instead of raise it. If we didn't get it out then, it was hard telling how long it would sit there.

Lessons learned? I was an hour away from the marina by motoring and would have fared much better, financially and physically, there than staying out. I was surprised at how much power those successive whitecaps had to slightly raise and push the boat a little farther each time toward land. Never underestimate the power of Mother Nature. I was amazed at how durable my boat was bouncing across the mud during the storm and then being pulled at different angles to get it out the next morning. Even though I considered the prevailing winds when setting the anchors, I apparently should have been deeper for a better hold and to keep away from the shore.

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MAIL BUOY

BOTTOM PAINT

My boat is berthed in Georgian Bay, but when I bought it, it had been sailed in the Caribbean. The previous owner had used a very soft abrasive paint suitable for warm water and high growth conditions. The harder cold-water bottom paints require that softer paint be removed. So rather than immediately sanding off the softer paint I have been watching it slowly wear off while keeping an eye on the hull. When the boat comes out of the water, there is virtually no slime and certainly no zebra mussels. The boat gets pressure washed every year upon haulout. It has now been seven years since bottom paint has been applied.

–Barry Zajdlik

MORE ABOUT HATCH LATCHES

I read that newsletter article (June 2016) on dumpster diving into cockpit lockers and their self-latching hatches with great interest as this sport has become sort of a hobby. Not only can you be trapped, but getting a nasty smack on the noggin is a distinct possibility when the wind blows one shut unexpectedly.

There are lots of ways to fix the problem, a bungy cord fastened under the lid being a popular one. For an "on-the-fly" fix, though, a simple length of 1/4" or 3/8" line with a loop on one end suffices. You need a length equal to twice the length of the hatch cover plus some. Most true good old boats will have either a winch or a cleat somewhere behind the lid in the up position. (A "real" classic good old boat has both, of course). Drop the loop over the cleat horn or winch, continue around the hatch lid and return to the anchor point to tie off. This locks everything fairly rigidly in place, enough so that the lid can even be used as a grab handle to enter/exit the locker in either a more graceful fashion, or as a desperation move when you cannot feel your feet anymore. If the wind is blowing strong enough to break the line, you have other, more pressing, problems, and if it comes undone, a lesson in marlinespike seamanship is long overdue.

The locker dive shares the same hazard as the mast climb in that the most needed tool is always the one you left behind — yet another reason to have a second set of hands available, and perhaps even make some notes for future reference toward the inevitable next dive.

Without some carefully retrofitted interior access panels, the voracious bilge god tends to await the sacrificial dropped tool or fastener, so a mechanic's grab, preferably a lighted one, should be at hand. Unlike the masthead trip, a tool bucket is seldom workable for a locker dive. I've tried a freebie cloth carpenter's nailing apron with its pockets, but have yet really to arrive at a completely satisfactory solution for the solitary dive. Anything that holds the tools well also inhibits the wriggle needed to access the work and is likely to hang up on obstructions, like protruding fastener ends. These will soon become very self-evident during the wiggle process anyway.

Visiting a locker workspace is also best done with some thoughtful regard to both the season and time of day. Mid-August in North Carolina, for example, might be wisely rescheduled as being a less than optimum time to replace the mizzen shroud chainplates on a yawl-rigged boat. If this is unavoidable it might be time to choose to swap places with the tool passer, especially if they're smaller and have not visited the locker before. Use discretion if they happen to be a spouse in addition to matching the other criteria.

A thin gardening kneeling pad of closed cell foam (or a chunk of back-packers' sleeping pad) can make a difference in comfort if an extended trip is contemplated. These are also handy for a daylong sojourn on one's knees, refinishing that other GOB treat, brightwork toerails. When not in use in this fashion, they can be stowed on top of the food in the icebox to reduce the required chilled space area for better thermal efficiency and assume a correct mid-August dive temperature.

Thanks for the continued great effort at *Good Old Boat* and the diverse and useful info to be found in every issue.

Bill Witherup

PIN LATCH

I read the article in the June 2016 newsletter about being trapped in a sail locker. It's scary to be trapped inside. We had a Beneteau chartered in the islands and I was so impressed with the pin latch on it I asked and Beneteau agreed to sell me a pair. I have since seen them on J/Boats. They have a hole in the pin where you can insert a small lock if you feel the need. This design may not work on all boats but fit perfectly on my Allied Seabreeze and have worked perfectly on my boat for for fifteen years.

They can be activated from inside, not unlike modern automobile trunks that have an escape means. The one I used can be found at <http://www.boatoutfitters.com/stainless-steel%20-spring-loaded-pin-latch>.



Art Hall

TALKED INTO A BOAT — NOT SO MUCH

I've read and enjoyed your magazine for years and I hope you have continued success. But I couldn't help but feel cheated by "Talked Into a Boat" (May 2016) by John Cruz. The story was well written but the postscript: "John swears this tale is a least half true. He just embellished it a bit" left me feeling like I was tricked. I would have much preferred a less inventive, less embellished, factual story than one where I'm left guessing which parts are true.

As they used to say on *Dragnet*, "Just the facts, ma'am."

W.R. Hutton

TUBE TIP

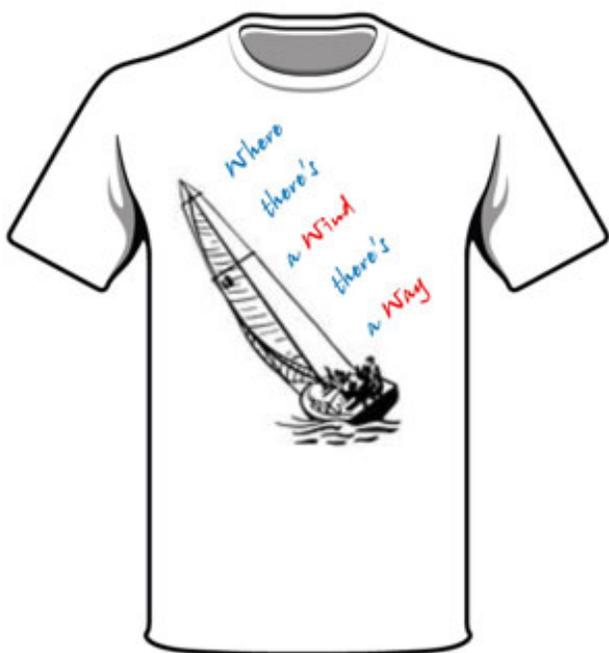
Ever need just a dab more caulk/adhesive whatever from the end of a tube but the nozzle is clogged or nothing will come out but you know there is a bit left that could do the job? Your choices are: slice the tube with a utility knife and squeeze it out or cut off the nozzle end. This can be done with a utility knife or a hacksaw, but the hacksaw is quicker and easier.

Allen Penticoff



T-SHIRT IDEA

This idea came to me as I was sailing on *Gwyneth* today.



Andy Vine

IT'S SUMMER! GOOD OLD BOAT BEACH PARTY

The day started much as many do in this slice of paradise....The waves were quietly lapping at the side of our 29 Erickson, the seagulls were beginning to squawk about their morning fishing exploits, and a gentle breeze was beginning to pick up. It looked like the wind gods would be with us for another awesome San Carlos regatta weekend.



You haven't lived unless you've experienced sailing in the beautiful Sea of Cortez, and San Carlos in particular. This hidden gem lies just four hours south of the U.S. border, but is a world away from the fast-paced life we all succumb to there.

The Tucson Sailing club held their 36th annual regatta in this little slice of heaven in May, three amazing fun-filled days of sailing, eating, and partying well after the sun went down.

This year, with the help of the *Good Old Boat*, we managed to top the fun festivities of regattas past. We had our first annual *Good Old Boat* Beach party. After a day of sailing in the beautiful waters around San Carlos, we were all ready to let loose. It was an amazing evening watching the sun go down and disappear into the sea, catered by one of the best Mexican food restaurants in Tucson, El Sagarito, and with all door prizes including hats, t-shirts, magazines, and several one-year subscriptions sponsored by *Good Old Boat*.



Raul Martinez

PARTY ON! SOINTULA CANADA DAY REGATTA -- MORE PHOTOS

What a day we had. Over 300 people attended the Sointula Canada Day Regatta. A total of eleven boats competed in this year's race. For the most part, all were very common design boats. We had a Beneteau, Hans

Christian, two Pearsons, a couple of homebuilds, a Nonsuch, and a McGregor. We used the NCPHRF to handicap each boat to level the playing field. If we couldn't find a rating for a boat, we found one that was close.

As per other years, there were only a few basic rules: no collisions, no early starts, bring everyone back alive, and have fun. Dancing and singing on deck is a requirement. We may even include this as a prize category next year.

The wind was really great, about 10 to 12 knots, although it began to die off near the end of the race, which made for an interesting finish for the last few boats. We gave prizes for persistence. The course was only five miles, so everyone made it back in time to quaff a few cold ones, regale about race strategies, and enjoy some entertainment.



Above: 1st Place - *Havloc* and crew.

Canada's 150th anniversary is next year. We have started planning for this special day now. So mark Sointula, July 1, 2017, on cruising calendars and plan to show up with friends. Sointula Canada Day is a great way to start the cruising season in the Broughton's.

This area is wonderful to cruise for an entire season —great anchorages, marinas, and lots of wildlife along with an incredible friendly bunch of characters everywhere one travels.



Above: 2nd Place - *Blixstar* and crew.

Jim and Ivana MacDougall

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HOW TO CONTACT US

You can find all of the details on how to contact us [on our website](#).

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