

Summary

My background includes marine surveys, yacht maintenance and repair, pilotage, celestial navigation, and extensive cruising under sail both single handed and fully crewed. My skill and knowledge set includes rope work, canvas work including sail repairs, electrical systems, diesel engines and stern gear, deck repair, head installation, underwater fittings, and rigging.

Sailing Highlights

The Start — 1984

In January, 1984, I purchased new a Drascombe Lugger with delivery in the spring of that year. The Lugger is a 19 foot open boat with a steel centre board, and gunter yawl rig. She is reminiscent of the British and Canadian Navy's Montague Whaler that had inspired her designer. During the next two years, I taught myself to sail using this most capable vessel.

Lake Ontario — 1986

In January, 1986, I purchased a new Cornish Crabber, Mk. II, with delivery in the spring of that year. The Crabber was 24 feet LOA, displacement 5,200 pounds, with a heavy steel centre board, an inboard 10 horsepower Yanmar diesel engine, a tiny galley equipped with a small two burner gas cooker with grill, and a powerful gaff cutter rig.

Intense study and much practice gave me a great appreciation for the gaff cutter rig. It is, without doubt, one of the finest small craft sailing rigs yet invented. I mastered its intricacies and could easily single hand the boat in any weather on any point of sail, and serve up tea in the process.

Bermuda — 1989

After teaching myself the theory of celestial (astro) navigation using Dutton's, I decided a practical course would be helpful to improve my skill. Accordingly, I participated in two, one-week seminars taught by the Instructor/Staff of *Ocean Navigator*, a popular journal with a strong theme of traditional navigation techniques. The seminar was held aboard *Westward*, a steel 250 ton staysail schooner aboard which we sailed from New York to Bermuda and thence to Boston. Following two weeks of lessons and practical application, I had fully mastered the science and art of celestial navigation.

United Kingdom — 1991

In an effort to broaden my sailing experience, I undertook several trips to the UK during which I chartered and/or crewed aboard a variety of sailing vessels. These included:

- a one week charter in April 1991 aboard *Lorne Leader*, a 150 ton Brixham Trawler built in 1892, gaff ketch rigged, and based at Craobh Haven near Oban;
- a subsequent two week charter in October 1995, again aboard *Lorne Leader*;
- a one week charter in October 1995 aboard a Hooker sailing in Galway Bay to the Aran Islands;
- two weeks crewing in August 1996 aboard *Revel*, a Rival 34 based in Oban;
- a further two weeks aboard *Revel* in August 1997.

The Refit — 1998

In the Autumn of 1998, I purchased my current boat, a Niagara 35 designed by Mark Ellis and constructed by Hinterhoeller Yachts in 1979. She was a bit of a fixer-upper, even more so than I had imagined at time of purchase.

I have invested much time, effort, and substantial funds into refitting *Saorsa II*. The work done includes:

- complete refinishing of the underwater sections with an anti-osmosis epoxy barrier;
- a new engine, propeller shaft, propeller, and related systems;
- complete re-wiring of shore power and all 120 volt AC circuits;
- complete re-wiring of the mast and the majority of other 12 volt DC circuits;
- replacement of the head, holding tank, and all related plumbing;
- replacement of all the original gate valve through hulls with marine sea-cocks;
- replacement of all running rigging;
- a new suit of sails;
- complete re-build of the rudder;
- addition of wind vane self-steering;
- upgrade of all ground tackle;
- re-build of the cold box and installation of new refrigeration system;
- installation of propane fireplace cabin heater;
- addition of a Balmar high output alternator to the engine;
- addition of an NMEA 0183 data network and complete Automatic Identification System (AIS) to her electronics; and
- complete deck refit including removal of all hardware, grinding down of moulded in non-skid, cutting open of the deck in the areas of damaged and/or delaminated core, replacement of core and re-glassing of deck structure, fairing, painting of deck with non-skid paint, re-installation and bedding of all hardware.

All of this work was planned, supervised, monitored, inspected, and funded by me alone. All with the exception of the rudder re-build, portions of the deck refit, and the new sails, was executed by me.

My hands-on approach to this refit work has allowed me to learn not just the theory but also the practical aspects of a cruising yacht's systems. The subsequent success of an extensive cruise in the vessel, see below, I directly attribute to the superb attention to detail and craftsmanship with which the work was planned and executed.

Dress Rehearsal — 2009

With a more major cruise planned, I undertook a dress rehearsal cruise on Lake Ontario during the summer of 2009. This was intended to test the vessel's systems as well as serve as an audition for prospective crew.

The cruise was essentially a 300 nautical mile circumnavigation of Lake Ontario that lasted three weeks. Suffice to say it was quite successful and led to the selection of one prospective crew who returned the following year for the longer cruise.

Down East — 2010

In the spring of 2010, I entered into semi-retirement and made the final preparations for an extensive cruise to the east coast following what is known as the *Down East Circle Route*. My crew joined the vessel at the end of April and we set out from Whitby, Ontario in mid-May. The cruise took us:

- from Lake Ontario down the St. Lawrence Seaway and River to the Canadian Maritimes;
- across the Bay of Fundy and Gulf of Maine to the coast of north-east United States;
- down the U.S. east coast into New York City;
- up the Hudson River, through the Erie Canal to Lake Ontario, and home.

The five month trip covered 3,000 nautical miles. Thanks in large part to my preparations of the vessel over the preceding ten years, the trip was accomplished with no serious malfunctions or problems.

A photo illustrated journal of the entire cruise is available as a separate document.

Marine Surveyor — 2011

In January and February, 2011, I attended and successfully completed the Yacht and Small Craft survey course at the Chapman School of Seamanship in Stuart, Florida. With an overall course grade of 99 percent, I was recognised by the school as the class valedictorian.

After completion of the course, I returned home to Ontario and am in the process of establishing myself as a Marine Surveyor within the yachting community.

Academic

Master of Business Administration, University of Toronto, Toronto, Ontario

Bachelor of Education, University of Toronto, Toronto, Ontario

Bachelor of Science, York University, Downsview, Ontario

Training & Certification

Chapman School of Seamanship, Yacht and Small Craft Survey

Canadian Power and Sail Squadron (CPSS) certification, Basic Boating.

Canadian Power and Sail Squadron (CPSS) certification, Advanced Pilotage.

Ocean Navigator Seminar, Celestial Navigation, two weeks at sea sailing from New York to Bermuda and thence to Boston.

Memberships

American Boat & Yacht Council (ABYC)

Mensa Canada

Royal Canadian Military Institute (RCMI)

Royal National Lifeboat Institution (RNLI), Governor

Society of Accredited Marine Surveyors (SAMS), Surveyor Associate