

FUEL TANK
MAINTENANCE

OCTOBER
2025

GUNKHOLE
CYPRESS ISLAND

Pacific Yachting

WEST COAST POWER & SAIL  SINCE 1968

TIPS & TECHNIQUES TO
ANCHOR LIKE A





OCTOBER

VOLUME 67 - NUMBER 10

FEATURES

26

EAGLE HARBOR,
CYPRESS ISLAND

Exploring this
undeveloped gem
in the San Juans

By Deane Hislop

32

ZEN & THE GENTLE
ART OF ANCHORING

Take the stress out of a
night at anchor with these
trusted tips

By Rick Hudson

40

RESTORING
GANNET, KEEL
TO MAST

A labour of love and
practical dreaming

By Eamon Irving

48

MAINTAINING
YOUR FUEL TANK
Critical steps for a smooth
running engine

By Marianne Scott

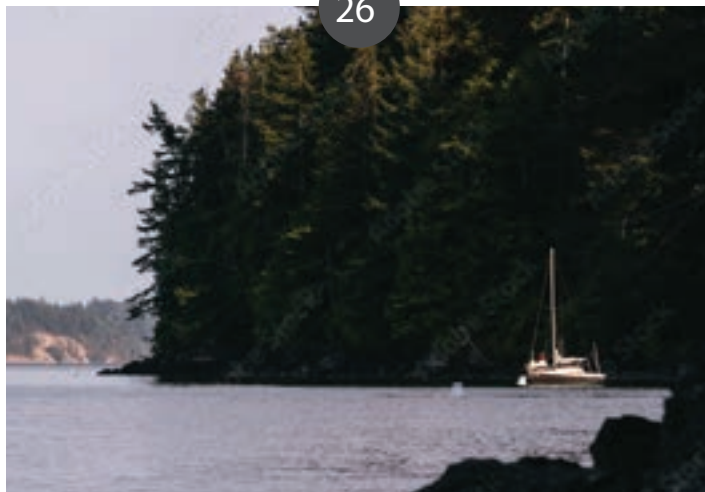


ON THE COVER

Matia Island, Washington.

Photo by Mark Leopold

26



40



62



IN EVERY ISSUE

4 PASSAGES

By Sam Burkhart

6 LETTERS

8 CURRENTS

Sea star wasting disease
breakthrough; Racing Cor
ner; new Geo Guesser
announced!

20 GALLEY

Spaghetti alla Puttanesca

By Nadia Dale

22 REFLECTIONS

That Old Stove
Had to Go

By Lisa Nickel

54 THE

FAVOURED TACK
Still Going Strong

By Alex Fox

58 THE FISHING FIX

Coho and Chum

By Tom Davis

62 ON BOARD
POWER

Protector 310 Targa

By Peter A. Robson

114 COCKPIT

CONFESSION
The Ship's Cat

By Jack Lee



PASSAGES



Clear as Mud

Anchoring articles are some of my favourite pieces of boating content, not just in these pages, but in online forums and discussions as well. Very few topics are as dividing as anchoring gear and techniques. Everyone and their mother has an opinion and the expert answers often lead to more questions.

No matter how many times you've set the anchor, a lingering doubt can remain. Is the hook truly set? Unless you're anchored in 2.5 metres of warm, crystal blue water in French Polynesia or the Caribbean (where you can snorkel down and check exactly how your anchor is positioned) you almost certainly can't see your anchor once it's down. Assuming you keep the right gear in the anchor shank parallel with the good shape, the only way to know the anchor is doing its job is from the hard jerk you feel when you back down to set it. Some might call it blind faith, but of course there's more to it than that.

This summer, I was surprised by the number of people I saw who simply dropped the anchor off the bow, let out some rode, maybe ran a stern line, maybe not, and settled in for cockpit hour. On a calm night, in a protected anchorage, that will probably be fine, but if any wind kicks up you are putting your own boat and those around you at risk. Talk about blind faith. The problem with this approach is that it might work

enough times to give you the confidence to think you are anchoring correctly, until the one time your anchor drags and you're left wondering why. That's why it's important to practice proper techniques.

On page 32, trusted *PY* contributor, Rick Hudson discusses those techniques. While his conclusions are sound and I recommend everyone read the article, there remains some debate about an all-chain rode vs a combination of chain and rope. An alternative theory was put forward in a past issue of *Pacific Yachting* by author Michael Robertson. In that article, "Reconsider the Rode," which is now available online at pacificyachting.com, Robertson concluded that the best way to ensure the catenary effect is keeping the anchor shank parallel with the seabed is not with an all-chain rode, but with more scope. Robertson's conclusion is proven by his research, but in many of our tight coastal anchorages, more scope simply isn't an option. That, I believe, is when more chain is called for. Just how much chain to use remains open to debate. I did say the answers often lead to more questions.

Speaking of questions, we'd love to hear about your anchoring techniques. What size boat do you have, how much chain do you carry and what kind of anchor do you use? Do you deploy 3:1 scope or 7:1? Happy anchoring!

—Sam Burkhart



THE AFTERGUARD

EDITOR
Sam Burkhart
editor@pacificyachting.com

ART DIRECTOR
Arran Yates

AD COORDINATOR
Rob Benac

ASSISTANT EDITOR
Eamon Irving

DIRECTOR OF SALES
Tyrone Stelzenmuller
604-620-0031
tyrones@pacificyachting.com
ACCOUNT MANAGER (VAN. ISLE)
Kathy Moore
250-748-6416
kathy@pacificyachting.com
ACCOUNT MANAGER
Meena Mann
604-559-9052
meena@pacificyachting.com

PUBLISHER / PRESIDENT Mark Yelic
MARKETING MANAGER Desiree Miller
GROUP CONTROLLER Anthea Williams
ACCOUNTING Elizabeth Williams
CONSUMER MARKETING Craig Sweetman
CIRCULATION & CUSTOMER SERVICE
Roxanne Davies, Lauren Novak, Marissa Miller
DIGITAL CONTENT COORDINATOR Mark Lapiy

SUBSCRIPTION HOTLINE 1-800-663-7611

SUBSCRIBER ENQUIRIES: subscriptions@opmediagroup.ca

SUBSCRIPTION RATES
One year Canadian and United States: \$48.00 (Prices vary by province). International: \$58.00 per year.

Editorial submissions: Submissions may be sent via email to editor@pacificyachting.com or via mail with a self-addressed, stamped envelope. Queries are preferred. The publisher assumes no responsibility for lost material.

From time to time, we make our subscribers' names available to reputable companies whose products or services we feel may be of interest. To be excluded from these mailings, just send us your mailing label with a request to delete your name.

Printed in Canada

Return undeliverable Canadian address
to Circulation Dept.
802-1166 Alberni Street
Vancouver, BC V6E 3Z3 Canada

Contents copyright 2025 by OP Media Group Ltd.
All rights reserved.

ISSN 0030-8986



OP MEDIA GROUP LTD

802-1166 Alberni Street
Vancouver, BC, Canada V6E 3Z3
Tel: (604) 428-0259 Fax: (604) 620-0245

Funded by the
Government
of Canada

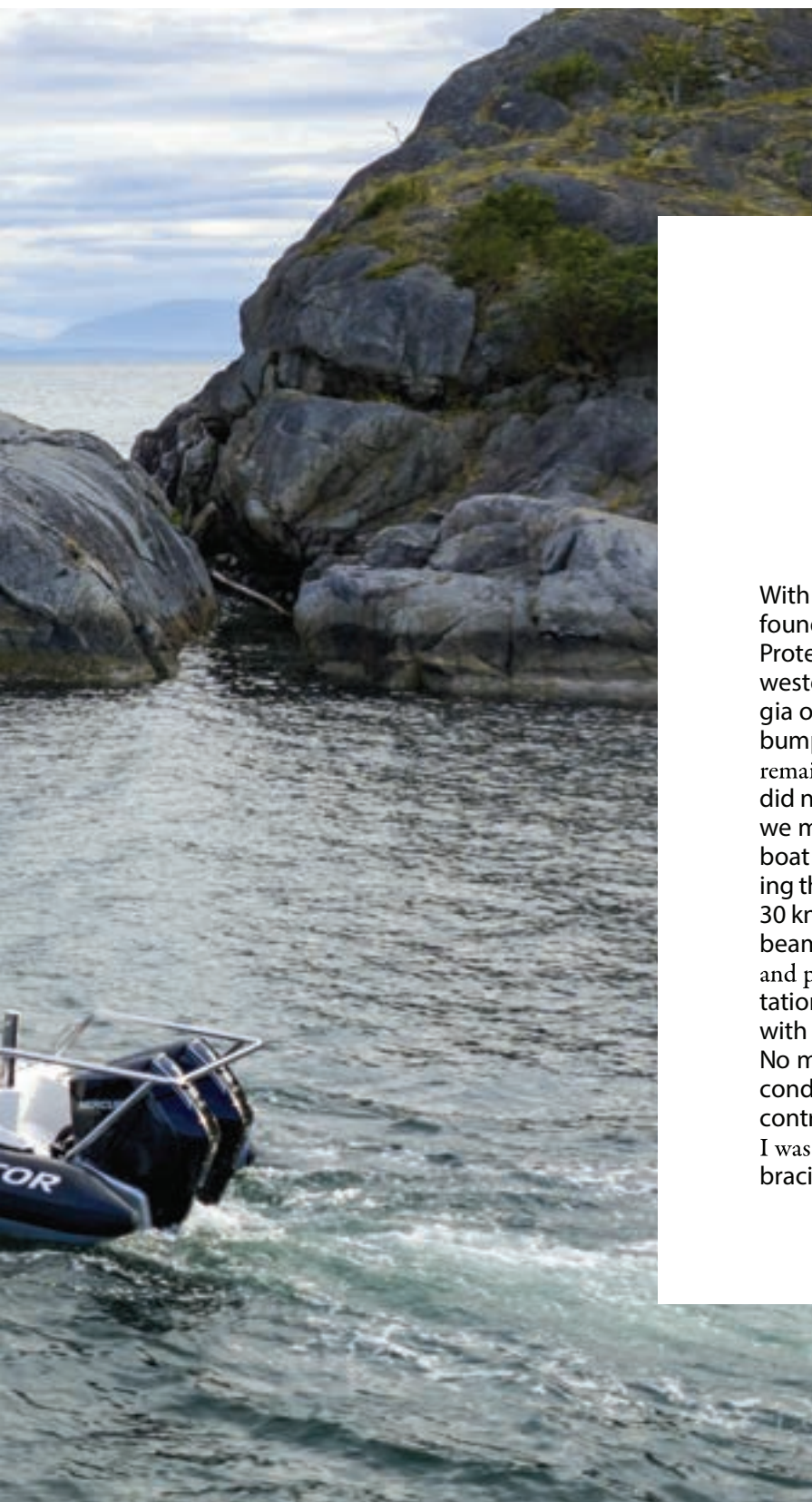


Protector 310 Targa

A rugged commuter with offshore confidence

BY PETER A. ROBSON





W

With his hand on the throttles, Matt Kirk-Buss, founder of Loki Boats and the Canadian dealer for Protector Boats, drove us at 30 knots into a 20-knot westerly and three-foot chop in the Strait of Georgia outside of Gibsons. While the ride was certainly bumpy, the all-weather Protector 310 Targa RIB remained surprisingly dry and stable. The throttles did need some attention—easing back slightly when we met the occasional larger wave—but overall, the boat felt composed. We started out at 20 knots-leaving the protection of Shoal Channel, yet surprisingly 30 knots turned out to be more comfortable. On the beam the boat obviously rolled but in a controlled and predictable way, thanks in part to the wide flotation tubes. Downwind, the boat surfed cleanly with only occasional throttle adjustments required. No matter the direction, the Protector handled the conditions with assurance, never once feeling out of control. As we headed back toward sheltered waters, I was finally able to get my pen onto paper without bracing myself against the weather. ▶



Compact but comfortable, the Targa 310 is a rugged and capable coastal commuter.



BACKGROUND

The Protector sport/utility line is built in New Zealand by Rayglass, a company established in 1985 and now owned by the massive Brunswick Corp. Rayglass is recognized as a leading designer and manufacturer of high-quality, offshore-capable powerboats and has accumulated more than 80 industry awards. Protectors are marketed as go-anywhere, all-weather vessels and are especially popular with demanding commercial users such as the New Zealand Coast Guard. They were also the tender of choice for nearly every team in the 37th America's Cup in Barcelona and have served as SailGP's official boats for chase duties, media, course marshaling and support. Today, the lineup includes four open "Chase" and four cabin "Targa" models ranging from 25 feet (7.5 metres) to 41 feet (12.5 metres).

LAYOUT AND CONSTRUCTION

The Protector 310 Targa is built on a deep-V, hand-laid fibreglass hull approximately three-quarters of an inch thick. The hull is paired with Hypalon flotation tubes and topped by a compact, three-sided pilothouse. Below is a simple walk-through cabin with twin bunks and a head. Our test boat was fitted with twin 300-horsepower Mercury Verado V8 outboards.

ON DECK

Boarding is simple: Step across the Hypalon collars and into the cockpit (or from the water via the folding swim ladder). The air-filled tubes are divided into seven independent chambers and finished with a heavy-duty rub rail and rescue lines along their length. The twin outboards are framed by hefty stainless-steel guard bars and a central tow bar. Just forward of the transom sits two removable bench seats with shallow storage

beneath. An optional galley module cleaning, while the removable cabin can be installed forward of the seats. carpet is another smart feature. Numerous well-placed handrails ensure safe passage throughout the boat in all conditions.

A large plexiglass window/door at the forward end of the fibreglass

cabin provides access to the fore

deck. Up here you'll find two small

seats, a Lewmar windlass with chain

counter and an under-bow CQR

anchor system with controls at the

helm. The foredeck, like the cockpit,

has self-bailing scuppers. I particularly

liked the way the cam latches

lock the thick plexiglass into a

sturdy aluminum frame, leaving the

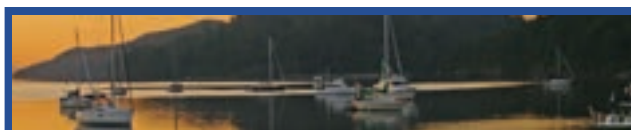
hatch both watertight and rugged.

The helm area and much of the cabin

are finished in gloss gelcoat for easy

HELM

The helm is outfitted with two soft-riding bolster seats facing a molded console dominated by a 16-inch Simrad (a Brunswick company) chart plotter, paired with a Simrad 24-inch Halo radar and Blue Seas electrical components (another Brunswick brand). Overhead are the Fusion stereo, Simrad VHF with AIS and the anchor chain counter. Engine controls are hydraulic and supported by a Sleipnir



LOOKING TO RENT, CHARTER OR TAKE BOATING LESSONS?

The **Association of Bareboat Charters & Sailing Schools** helps deliver quality boating vacations and instruction by ensuring its members maintain a high level of professional and ethical standards.

ABCSS members offer professional and friendly service on well-maintained power and sailboats, helping ensure your experience is hassle-free, safe and, most importantly, fun!



SCAN TO VISIT OUR
MEMBER DIRECTORY



BOATINGBC
ASSOCIATION™



thruster. Flanking the plotter are rocker switches, while above sits a bank of analog instruments that duplicate the digital. The stainless-steel wheel includes a spinner knob for easy, one-handed manoeuvring. Aft of the helm seats are opposing bench seats, while overhead a manual skylight combined with the sliding side windows should allow for ample ventilation. One drawback I noted is the absence of a windshield defroster, which could be an issue in cold or damp Pacific Northwest conditions.

compact head positioned aft and to port. The plexiglass forward door provides easy access to the foredeck, though it's also possible to walk forward along the tubes. I appreciated that all the boat's systems and components are easily accessible for servicing, without needing to dismantle sections of the interior. The layout is well thought out. The construction feels exceptionally solid. Owners can even customize floor plans, seating arrangements, colours and power packages.

CABIN

The cabin includes two single berths nearly seven feet long, with storage beneath the cushions and the

UNDERWAY

A sea trial is always best when there's some weather and we certainly had that—ideal conditions to put the

boat through its paces. Despite the chop, the Protector felt tight and rattle-free at speed, a clear sign of strong construction. Once in the lee of Keats Island—where taking accurate notes became possible—we began performance testing. At a displacement speed of eight knots (2,000 rpm) the boat sipped fuel at just six gph (24 Lph). It climbed onto plane at 14 knots in under three seconds with almost no bow rise, an excellent design trait. At a slow planing cruise of 13.5 knots (2,600 rpm), fuel burn was nine gph (34 Lph). At a fast cruise of 24.5 knots (3,500 rpm), consumption increased to 18 gph (56 Lph). At 35 knots (4,500 rpm), we



SPECS

burned 26.5 gph (100 Lph). Wide-open throttle produced 5,900 rpm, 52 knots and 47.5 gph (180 Lph). Even at top speed, fuel economy stayed better than one mile per gallon—impressive numbers for a boat of this size and configuration. The hydraulic steering felt positive and tight, and the boat leaned smoothly into hard turns without the props losing grip. Our turning radius was only two boat lengths. The 310 was lively, easy to handle and quick to accelerate. If I had to nitpick, the standard helm seats could be upgraded—Shockwave units, for instance, would be more comfortable in heavy seas. That said, the supplied seats were adequate for the conditions we encountered.

LOA: 9 m / 31'
LWL: 7.7 m / 25' 3"
Beam (inflated): 2.86 m / 9' 4"
Weight (light): 3,000 kg / 6,613 lbs
Fuel: 495 L / 130 USG
Water (optional): 70 L / 20 USG
Holding: 38 L / 10 USG
Power: Up to 900 hp

Built by
Rayglass (a Brunswick Company)
New Zealand
rayglass.co.nz

Sold in Canada by
Protector Boats Canada
Vancouver
604-908-6590

Sold in US, West Coast
Williams Group Marine

CONCLUDING REMARKS

The Protector 310 Targa inspires confidence in conditions that would leave many boats struggling, which is exactly what it's designed to do. While it has found favour among commercial operators, government agencies and America's Cup teams, in local waters it will more often be used as a fast commuter—50 knots will get you across the Strait of Georgia very quickly. It isn't purpose-built for sportfishing, but as a rugged, high-speed cruiser for coast hopping, resort visits or short overnight trips, it makes a compelling case. With the optional galley module, the standard head and twin berths, weekend overnights are easily manageable. Price as tested: \$470,000.

Lagoon 42 Catamaran

Delta Pacific 52

NANAIMO YACHT CHARTERS & Sailing School

NANAIMO YACHT CHARTERS & Sailing School

NOW UNDER NEW OWNERSHIP

On the doorstep of BC's incredible Gulf Islands, Sunshine Coast & Desolation Sound

1-877-754-8601

info@nanaimoyachtcharters.com

CRUISE AND LEARN—SAIL OR POWER
ENJOY THE STABILITY OF OUR CATAMARANS
OR A SMOOTH POWER BOAT

VISIT OUR WEBSITE FOR LATEST ADDITIONS TO OUR FLEET
WWW.NANAIMOYACHTCHARTERS.COM

DESOLATION SOUND YACHT CHARTERS, SERVICES & MARINE SUPPLY

DESOLATION SOUND YACHT CHARTERS, SERVICES & MARINE SUPPLY

DISCOVER THE BEAUTY OF DESOLATION SOUND

Talk to us about our
Charter Yacht Ownership Program

Comox, British Columbia, Canada
Tel: 250-339-4914 | Toll Free: 1-877-647-3815
charter@desolationsoundyachtcharters.com
www.desolationsoundyachtcharters.com

DESOLATION SOUND MARINE SUPPLY STORE
Now Open at Comox Marina!
250-941-0396 | marinesupply@dsyc.ca