

Retiring premier buys yacht from Port Credit boat-building team

By AGNES McKENNA
PORT CREDIT — When retiring Premier John Roberts decided to buy a sailboat to enliven his retirement he came to C and C Yachts Limited of Port Credit.

With the phenomenal, international reputation this local boat-building company has achieved in just 10 years, it would have been surprising if he had gone anywhere else. Actually, there were other influencing factors, C and C sales manager Jack Burn amends modestly.

"We had known for some time that the premier was interested in buying a boat," says Burn. "He knows other owners of our boats and had been aboard them."

"The premier was also interested in a boat with a shallow draft," Burn goes on. "He will be sailing it mostly at his place at Grand Bend on Lake Huron and the water there is thin with a sandbar at the harbor."

So after Christmas, when Roberts had announced his re-

tirement officially, he dropped in to see Burn at the C and C showrooms on Speers Road in Oakville.

"He inspected the 31-foot corvette and bought the model on the showroom floor," says Burn. "He even accepted the standard color, white."

A different color costs more and a custom-mixed color, more again.

"The premier is just as solid and sensible and down to earth personally as he is politically," observes Burn. Not that money is one of Roberts' problems.

The standard boat, less sails, sells for \$16,400 and sails can cost up to \$2,000. Extra equipment like wheel, steering (\$900), spinnaker gear (\$325), cabin table (\$85) can go over \$4,500.

There will be lots of spending room for the reported \$5,000 the Ontario Progressive Conservative Party allotted for boat equipment as a parting gift to the man who led the party and the province so well for nine years.

Burn says he doesn't know yet what all the extra equipment will be.

DRAFT PROBLEM

"There will be a depth sounder for one thing," he points out, "because of the shallow water problem."

The draft of the corvette is only three and a half feet and was one of the reasons for its choice.

The corvette is not C and C's biggest boat. In fact, it falls almost exactly in the middle of their range. It is described "primarily as a family boat, designed to win races when you have an urge for more action."

It sleeps five, has toilet and

washbasin, dinette space in the main cabin, two-burner marine stove, stainless steel sink and big icebox in the galley end. Upholstery is dark red. When the wind drops there's a 36hp auxiliary engine.

"It is so easily handled that Roberts and his wife can manage it by themselves," says Burn.

Mrs. Roberts came with the premier to choose the boat last month, as did their 15-year-old son, Tim.

"Tim is really keen on boating," observes Burn. "It was

he who asked all the pertinent questions."

The Roberts are not new to boating. They already have a 16 foot Fireball racer and Roberts is an old Navy man.

NO NAME YET

Though the corvette is presently in the Oakville showroom of C and C it was built by C and C's subsidiary firm in Belleville. It was trucked to Oakville and will be trucked on to Grand Bend early in the spring for launching and commissioning. The premier hasn't chosen a name for it yet, says Burn.

If the former premier does decide to race it he has an exciting prospect.

The boats designed by the brilliant partners George Cuthbertson and George Casian of Port Credit have been winning most of the races in recent years in the important Southern Ocean Racing Conference.

Most recent victory was taken by the 61-foot sailing yacht Sorcery which won the first race in the SORC and was named first in her class and first overall. She was built in Oakville.

C and C expects to do \$5 million business this year and racked up a goodly portion of it at the Toronto International Boat Show held at the CNE earlier this month.

BIG SALES

"We sold four 35-foot boats and seven 27-footers at the show," says Burn, "and we did a total business of \$357,000. Despite the recession, people are buying boats like crazy."

"I think it's a change of attitude," he goes on. "People used to be thrifty and save

their money for a rainy day. Now they seem to believe in spending it today and letting the government look after them tomorrow."

Premier designate Bill Davis is also a boating enthusiast. He went to the Boat Show just a few hours after his grueling, squeak-through victory in Maple Leaf Gardens.

Jack Burn is only half joking when he says he plans to get a brochure out to Davis. Success requires salesmanship as well as a good product, and C and C are topside with both.

Engineers honor two local men

MISSISSAUGA — The 30,000-member Association of Professional Engineers of Ontario will honor 17 of its members at a special awards luncheon to be held Saturday, March 6, during its 49th annual two-day convention in Hamilton.

Two of the awards were presented to Port Credit and Mississauga members. Robert A. Weir, P.Eng., of 1547 Marionville Dr., Mississauga, a fish and wildlife engineer with the Ontario Department of Lands and Forests, received one of the Sons of Martha Medals and John W. Rippin, of 31 High St. E., Port Credit, was presented with the V. G. Smith Award for being the person who has been admitted to the engineering profession by successfully completing a specified examination program with the highest standing. . . 92.3 percent on three papers in electricity and magnetism and machine design.

The other award winners were:

The Professional Engineers' Gold Medal, presented for outstanding public service to the country, to Dr. A. E. Berry, P.Eng., of (30 Four Oaks Gate), Toronto. The citation reads "for his distinguished accomplishments in engineering and in public health as a practising engineer, as a public servant, as the first general manager and chief engineer of the Ontario Water Resources Commission, a special adviser to the World Health Organization, and as an international authority in the fields of pollution control, sanitation and general health services."

The Citizenship Award, presented to members who have made a substantial contribution to the public in a variety of fields, to: W. W. Abernethy, P.Eng., of (218 Joicey Blvd.), Toronto, president, Associated Senior Executives of Canada, in the "humanities" category; Gilmour S. Boa, P.Eng., of (70 Marsdale Dr.), St. Catharines, manager, Swan Wooster Engineering Company Limited, "physical fitness and sports"; Clare D. Carruthers, P.Eng., of (72 Cheritan Ave.), Toronto, president of C. D. Carruthers and Wallace Consultants Limited, "public service"; T. L. Hennessy, P.Eng., of (1 Lakeview Dr.), Sudbury, general manager, General Acoustics, Sudbury, for "municipal affairs"; Frank M. Mitchell, P.Eng., of (41 Toledo Rd.), Etobicoke, superintendent of Trade Training Institutes, for "education"; Richard P. Slette, P.Eng., of (4 Steele Valley Rd.), Thornhill, president of Giffels Associates Limited, for "social service"; and Dr. Douglas T. Wright, P.Eng., of (65 Wychwood Park), Toronto, chairman of the Ontario Committee on University Affairs, for "education."

The Sons of Martha Medal, awarded to members in appreciation of their long years of service to the Association in the interest of the engineering profession, to: D. L. Angus, P.Eng., of (25 Bayview Wood), Toronto, president of H. H. Angus and Associates Limited; W. H. Arison, P.Eng., of R.R. 3, Amherstburg, faculty of business administration, University of Windsor; John R. Boyle, P.Eng., of R.R. No. 2, Grimsby, manager, apparatus, Hamilton district, Canadian General Electric Company Limited; Prof. F. Eric Burke, P.Eng., of (62 Duggan Ave.), Toronto, University of Waterloo; Lee D. Dougan, Jr., P.Eng., of (558 Woodrow Ave.), Sarnia; Norman A. Hills, P.Eng., of (336 Piccadilly St.), London, manager, Canadian Westinghouse Company Ltd.; and Oswald D. Johnston, P.Eng., of (31 Friars Lane), Islington.

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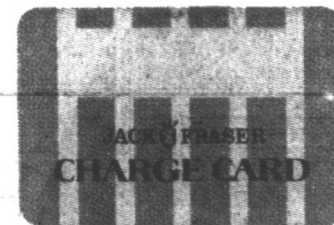
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