



Impressive and intimidating greenies requiring attention, February 2015, on poor old *White Wolf*.

Shakedown means boat cleaning nightmares

In the freezing cold. Ginormous greenies accompanied by stinky crab parts and purple blobs mushroom alarmingly overnight. If I have my glasses on down below I know there'll be mould eradication to perform. And mysterious smells to deal with – where are they coming from? The whining will be deafening.

We also have to haul all 18 cushions back on board *White Wolf*, cramming them into the Beetle – usually three loads worth – sitting in ferry lineups, trying to avoid the heaviest rainshowers. In other words, getting shipshape is complicated, frustrating and pretty darned onerous. But it feels so good when it stops. Isn't that what they say?

John Laing's story about a head repair echoes those sentiments – his first, but not his last repair, revealed that GYC members are really only friendly on the outside: when it comes to sewage they are nowhere to be found. To help get you more organized around your Shakedown preparations, I've reproduced a **checklist** from the latest Waggoner's Cruising Guide to help you get your boat cruise-ready. Remember: **a to-do list never forgets.**

This month's contributor to our **GYC Approved Anchorages** is **Chuck Spong** – you'll be surprised by how close to home this relatively 'unknown' spot is. Maybe check it out at Easter? Speaking of, Klaus wants you to make sure you reserve your spot if you haven't done so already. That goes for Sailpast too!

Our new series, **Reading at Anchor**, delves into historical fiction suggestions, as well as some more boatey thrillers.

Two pieces sent in by two **Johns**, **Dixon** and **Charlesworth**, appear. Vexillologists (you know if are one) will find the graphics our Commodore found, entertaining. And one final thing: revisit last year's Victoria Day celebrations at <https://vimeo.com/255669937>, Password: GYC. Nice job **Roger Husband!**

Suzanne Walker, Editor *S/V White Wolf*



MARCH 12

When a Boat's a Bot!



Ada being checked before the start of her attempt to cross the Atlantic. After a year adrift because things didn't go quite as planned, *Ada*, the sailbot, was rescued off the coast of Florida and returned to UBC.

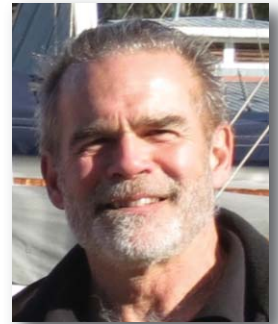
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GULF SAILOR

Staff Captain's Report

When a Boat's Actually a Bot!

UBC Sailbot is a team of engineering and computer science students at UBC who design, build and race Autonomous Sailboats. They are the only team in the world to have achieved a perfect score in the International Robotic Sailing Regatta, and have set the record on the farthest autonomous sailing in the harsh north Atlantic.

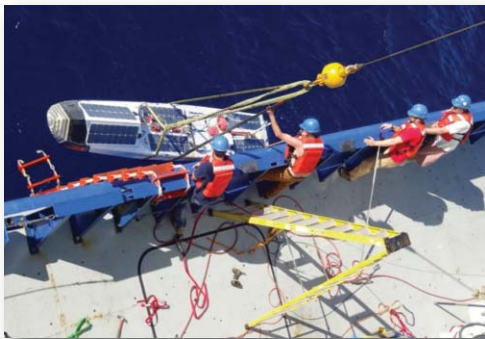


George Bamford,
Staff Captain, S/V Hypatia



Ada, is named after Ada Lovelace who was a mathematician and visionary in 1843, who wrote a machine algorithm that is often considered to be the first ever computer program.

The unmanned, self-navigating, robotic sailboat went adrift in the summer of 2016 during a trip from St. John's, NL to Ireland.



Contact was on and off in the beginning, but the first serious snag came about 1,000 kilometres into the trip when the team lost control of *Ada's* steering. Rudderless, she rolled with the current, heading south into a fierce three day storm.

The team lost contact and feared the worst. Several months later, however, the crew of the research vessel, *Neil Armstrong*, snared *Ada* off the coast of Florida and she was returned. A team is now working on *Ada 2.0*.



Introducing Our Past Commodore

In his own words...



Andreas Truckenbrodt
S/V Beautiful Day

I learned sailing in Germany in 1970, have sailed in the Mediterranean and Baltic Sea but am still a 'student' in the Pacific Northwest. I came to Vancouver in 2008 for a temporary work assignment but got to love it so much that I decided to stay for good.

After five great years with *Afternoon Delight*, a Hunter 336, the seven-foot-itis got me: *Beautiful Day* is a Beneteau Oceanis 40CC and is moored at the Vancouver Rowing Club in Coal Harbour.



I've been a very happy GYC member since 2011. My last two years as your Commodore were a great honour and a wonderful experience.

Now a bit more relaxed as past-Commodore, Cristina and I are looking forward to another great year of meeting and sailing with friends!

GULF SAILOR

Executive Officers 2018

Commodore:	John Dixon <i>Tantramar</i>
Vice Com:	Darlyne Farrell <i>Saw Lee Ah</i>
Fleet Captain:	Klaus Reiniger <i>Moondance</i>
Staff Captain:	George Bamford <i>Hypatia</i>
Exec. Officer:	Pat Costa <i>Sparkle Plenty</i>
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Hon. Signals Officer:	Martin Pengelly <i>Kailani</i>
Past Com:	Andreas Truckenbrodt <i>Beautiful Day</i>
.....	
Hon. Editor:	Suzanne Walker <i>White Wolf</i> dandg@portal.ca

Commodore's Report

Club plans are rolling along; hopefully the inclement weather will soon be a distant memory and before long it will be Sailpast, the GYC unofficial 'opening day'. I recognize that some GYC members use their boats year round but *Tantramar* is decommissioned during the winter months as Terry and I move from the sea to snow and sand. And always there are boat maintenance chores. Currently, *Tantramar's* engine is in pieces and sitting on the cabin sole awaiting parts from Sweden. A small oil leak has resulted in engine removal and partial disassembly to correct the problem.

The 2018 membership roster is complete and will be distributed this month. A big thank you to **Lin Rankine, Ken Buckley, Martin Pengelly** and the many others who helped out with this task. Well done.

The new GYC brochures are ready and we would like each member to take a few with the intention of giving them to sailors who may be interested in joining the club. Many thanks to Gulf Sailor Editor Suzanne and Signals Officer Martin for design, content and publication.

The 2018 cruise and meeting schedule is finalized and if you are like me you will be starting to consider cruising plans for the coming season. I always like to bookend cruising with an organised GYC rendezvous. Continuing north after Smuggler Cove on Canada Day, for example, generally encourages the fun and camaraderie to continue as many boats head towards Princess Louisa Inlet, Desolation Sound or other superb destinations in the company of others.

In the meantime, for the hardy, the Shakedown and Easter Cruises are coming up this month. All being well, *Tantramar* will be out of winter hibernation early this year, but as all boat owners know, our seafaring pastime is subject to vagaries that are never really under our control.



John Dixon, Commodore,
S/V Tantramar

It's Never Over 'Til it's Over...

A woman overboard Mayday call just before 6 p.m. from off Cape Roger Curtis got fast action from Kits, Lulu Island and a cormorant helicopter.

For hours, rescue crews conducted an "expanding square search" of the area in calm but cold conditions. ...At 10:40 p.m. believing there was little chance of successfully saving the woman even if she was found, the Joint Rescue Co-ordination Centre in Victoria stood down the search vessels, Maisonville-Phillips said. The West Vancouver volunteers were tasked with collecting the buoys and life rings deployed on the water as part of the search effort. When they went to collect one of their life rings, they were stunned to find the woman clinging to it.

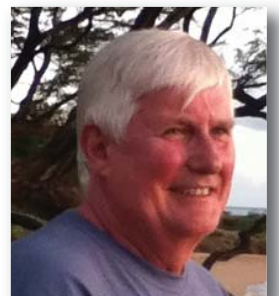
"She was sitting there with her arms crossed and waving at us. It was quite shocking because we had our brains turned off from search mode," said Robert Alexander, search technician. Alexander and a crewmate lifted the woman out of the water, wrapped her in thermal blankets and recalled the hovercraft, which has a makeshift hospital bed onboard and paramedic member of the crew.

The water was only about 11 C at the time. Hypothermia would set in very quickly at that temperature. "Honestly, I think it's a miracle. Five hours in the water. Most people would not have survived that," Alexander said. "Even our most seasoned team member... was absolutely gob smacked that she was still alive."

Excerpted from story by Brent Richter, North Shore News, October 31, 2017



John sent this in for the newsletter ages ago with the question: **Recognize this?** Turns out this is the boat RCM SAR brought to a GYC meeting, I missed that meeting unfortunately. This is also a good story to go along with the picture. Even a happy ending. Thanks John.



John Charlesworth,
S/V Breeze

GULF SAILOR

GYC Recommended Anchorages



"Whenever I have wanted to anchor there, even in the middle of summer, I have found it empty." A great little anchorage for one or two boats says **Chuck Spong**.

Perhaps it's because it is very difficult to spot from the water as you sail down Trincomali Channel or perhaps people just don't know that it's there. It is amazing to find such a great spot in such a crowded cruising area!! So let's keep it our little secret!!

Retreat Cove is located approximately at the midpoint of Galiano Island, on the south side fronting Trincomali Channel. It lies across from the southern tip of Wallace Island, the Provincial Marine Park. Retreat Cove is pretty, quiet and protected, and can be a safe haven from strong winds and weather.

Retreat Island, in the middle of the cove, is joined to Galiano Island by a drying flat. However, at the south end of Retreat Island between Retreat Island and Galiano Island there is Retreat Cove that can accommodate one, maybe two, keel sailboats at anchor in the middle of the cove. (Note: Be careful to avoid the power cable from Galiano to Retreat Island when you set your anchor. There are clear indications of the cable crossing.) There are often several small boats of shallow draught tied on buoys behind Retreat Island.



Public Moorage in Retreat Cove

The single float at this dock is eighty feet long and is often primarily occupied by resident boaters. Rafting up is a viable option, and is mandatory at all CRD docks. Retreat Cove Wharfinger, Kiyoshi Okuda, 250.539.5557.

Nearby Services

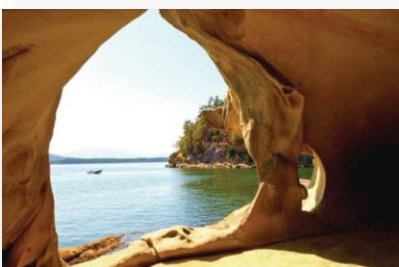
From the wharf, a narrow road winds its way up to the main road, which runs the length of Galiano Island. There are no on-shore facilities in close proximity to the dock. Supplies and amenities are available to the south at Montague Harbour, or further on to the stores near the south end of the island.

Nearby Attractions

Sea Cave:

At low tide, south of Retreat Cove on the Galiano Island, you can explore the eroded sandstone shoreline and visit the Sea Cave, a large eroded sandstone shore-cave.

Travel by dinghy south of the Cove or go ashore and explore the coast on foot.



GULF SAILOR

Reading at Anchor: Historical and Otherwise

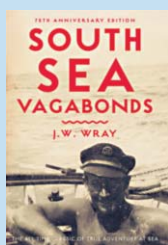
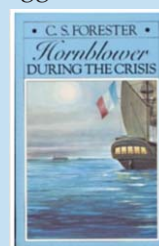


What I like to do 'when we get there', when there are no urgent jobs to do right away, or appies to prepare, is tuck into my latest book.

I was disappointed that even with all the snow I didn't get inundated with book suggestions – I guess you're all too busy actually reading them! So I thought those of you who enjoy historical seafaring tales might find something you have missed in some of the selections below. These recommendations came from Zizoo, an Austrian charter business of all things, that operates out of headquarters in Berlin(!) with offices in Austria and Croatia, where the majority of their charter partners are situated. Phew! A surprising source for this kind of reading material you might think? I did. Here are some of their suggestions:

C.S. Forester, the *Horatio Hornblower Series*

C.S. Forester first introduced his famous protagonist Horatio Hornblower – seafaring hero of the British Marine during the Napoleonic Wars – in *The Happy Return* in 1937. Forester tells of the epic adventures and personal crises of this complex character in an amazing 11 volumes.



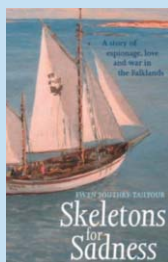
J.W. Wray, *South Sea Vagabonds*

The true story of Johnny Wray's adventures after being fired from his day job in the Great Depression, building his own boat and spending the rest of his days sailing around the Pacific, living the life of his dreams, has become a classic and an inspiration to generations of readers, sailors and landlubbers alike.

From the hilarious and jaw-dropping account of how Johnny begged, borrowed and stole the materials to build his famous yacht, *Ngataki*, to the many adventures he and his mates had around the atolls and islands of the South Pacific, *South Sea Vagabonds* is much more than just a ripping yarn; it is a heartfelt hymn to the possibility of living a free life, of being the master of one's own destiny. As such it has touched the souls of countless readers since its first publication in 1939.

Patrick O'Brian, *Aubrey-Maturin Series*

Like those of Forester, O'Brian's sailing novels are set during the time of the Napoleonic Wars. The series focuses on the friendship between Captain Jack Aubrey of the Royal Navy and his ship's surgeon Stephen Maturin. *Master and Commander*, the first novel in this series, was made into a box office hit starring Russell Crowe and Paul Bettany in the leading roles.

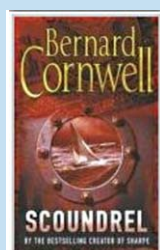
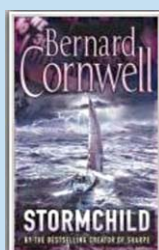
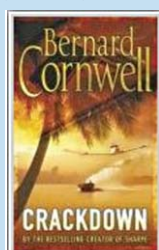
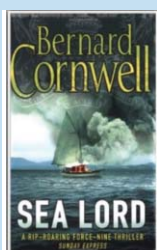
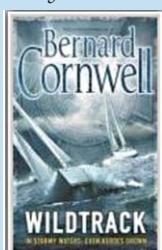
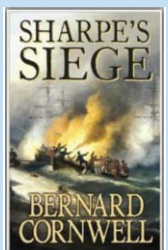


Ewen Southby-Tailyour, *Skeletons for Sadness*

Lieutenant Colonel Ewen Southby-Tailyour OBE is an author, sailor, and retired Royal Marine. His book is one of the few about the Falklands War. Sailing towards Cape Horn and the Pacific in his ketch *Nomad*, Edward Casement calls in at the Falkland Islands in September 1980. Things do not go accordingly to plan. *Skeletons for Sadness* is about sailing, spying, loving and war and is pretty good on all four: clearly the author (better known for his successful military biographies and histories) is at home with the wide range of his subject and thus has been able to mastermind a fascinating story of life in the Falklands before the 1982 war – and a bit during it.

Bernard Cornwell, creator of the historical *Sharpe Series* amongst several others

Summers in Cape Cod is when Cornwell sails *Royalis*, his Cornish Crabber, Mk 2, one of 14 that are in the US (out of about 350 that were built in Cornwall). In addition to his historical novels, Cornwell has also written a handful of contemporary thrillers which all have the ocean and sailing as a background.



GULF SAILOR

Only Vexillologists Get the Joke

Have you ever thought about what the signal flags on our cruising schedule actually 'signify'? I confess I hadn't thought about it until Miles's 94 yr old dad told him.

A 'Flag' is defined in the hilarious *A Sailor's Dictionary* "Any of a number of signaling pennants or ensigns, designed to be flown upside down, in the wrong place, in the wrong order, or at an inappropriate time." But seriously. How many times have you realized, too late, that you've got the GYC burgee upside down? I remember Kellay coming over to us on our first or second cruise and whispering that it was a paddle-able offense. Eek! Flags can sure get you into trouble – misuse of flags even more so. This comical take on traditional nautical flag meanings that Commodore John came across is good for a laugh. If any of you have a flag tale to tell let me know for next time. (Ed.)



John Dixon, Commodore,
S/V Tantramar

A Alfa		Keep clear; I don't know the rules.	N November		I have a hangover; do not sound your horn.
B Bravo		I am on fire and don't have insurance.	O Oscar		I require help with my taxes.
C Charlie		Will trade rum for ice.	P Papa		I know the answer is blowing in the wind, but what's the question?
D Delta		I am aground and require bourbon.	Q Quebec		My vessel is healthy and I request free shipping.
E Echo		I am altering my lifestyle.	R Romeo		I am out of beer and require immediate assistance.
F Foxtrot		Will be back in 30 minutes.	S Sierra		Can't you see I don't know what I'm doing?
G Golf		I'll alter course if you will.	T Tango		Why do fools fall in love?
H Hotel		I have a pilot on board and can't afford him.	U Uniform		I can't dance to that music you're playing.
I India		Frigging in the rigging; stay away.	V Victor		My other boat is way nicer.
J Juliet		My job is bigger than yours.	W Whisky		I am over-insured; please ram me now.
K Kilo		I wish to communicate by text.	X X-ray		This is not my spouse.
L Lima		I have a pre-existing condition.	Y Yankee		I am in distress and require a sedative.
M Mike		My vessel is stopped and I'm taking time to smell the seaweed.	Z Zulu		This is harder than it looks.



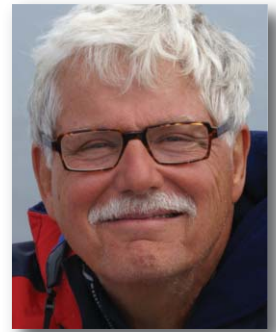
GULF SAILOR

Sewage Stories

"Does anybody know how to fix a plugged head?" I cried, with more and more desperation creeping into my voice. GYC members? Nowhere to be seen...

There's no doubt that a big advantage of being in the Gulf Yacht Club is the collective knowledge of its members. Engine not sounding right? No problem. In a heartbeat there will be a swarm of sailors aboard your boat, correct tools in hand, and your Yanmar will be purring like a kitten before lunch. A snagged line or a wonky block up the mast? The bosun's chairs are out and the advice flows like wine. All problems are solvable, right? Except one! Sewage and sanitation is off the list.

I learned this little known fact the hard way. As brand new GYC members, Karen and I had invited another couple, Ken and Cathy, to join us on the Victoria Day cruise to Telegraph Harbour. It was a truly snotty trip across the strait, the cold southeaster tearing up the seas into the typical Georgia chop, and visibility close to zero. *Evita* was trimmed on a port tack towards Gabriola Passage, taking lots of green water over the bow, heeled over maybe 30 degrees (this before the Commodore 20 Degree Rule was being enforced), and bouncing pretty hard. Ken and I were loving it in the cockpit, but our ladies, not loving it, had made the mistake of retiring below – not a smart move in heavy seas.



John Laing,
S/V Spiritus II



It wasn't long before my very green Commodore opened the companionway and offered me a plastic bag containing warm fluid that I immediately deposited over the side. Karen knows her limitations. Cathy on the other hand, had proclaimed to the world that she never got sick on a boat, and thus no bag was proffered. Instead, she tried to hide the evidence. We were soon to find out that the combination of stomach contents and paper towels is not a good meal for a marine toilet. When *Evita* docked at the marina a few hours later, her head was plugged absolutely solid.

Not only was I a new to the GYC, I was also new to marine plumbing. I didn't know a joker valve from a shackle. But wait! The more experienced GYC members would know, and surely they would help, right? But to my dismay, it seemed that not one person was home on all the Club boats that afternoon. For an hour I walked the docks. "Does anybody know how to fix a plugged head?" I cried, with more and more desperation creeping into my voice. Nothing! Nada! I was the first truly invisible and mute GYC member in history.

Since then I've learned more than I ever wanted to know about marine sanitation systems. For example, they are always installed in the most inaccessible locations on a boat. For example, the combination of pee and salt water results in a crusty deposit that looks like concrete, and causes over time a severe case of hardening of the arteries, or in this case a serious reduction in hose diameter. For example, some models of Jabsco macerator pumps had faulty stainless rods holding them together, and they can, and will, fall apart in heavy seas. Or that waste lines should never be installed where they can't drain completely, otherwise they smell. Bad.

But my best sanitation story involves my friend Rick Rake and *Evita's* sewage bladder. Being originally a racing boat, and owned by a racer as opposed to a cruiser, our C&C 32 was never properly outfitted with a holding tank when that regulation came into place. Instead was installed a flexible bladder that blew up like a balloon as the toilet was flushed. It was located under the aft dinette seat, which of course became a bed when visitors were aboard. And, because the head compartment was forward, most visitors opted to sleep with their heads pointing aft.

"I had a really funny sleep," friend Rick confided one morning, as he and his wife joined us for breakfast in the cockpit. "In the middle of the night my face started to bounce up a down just as one of you guys must have been using the head. It felt really spongy – probably my imagination, right?"

Dear God, when was the last time I pumped out that bladder? I can't even remember, and there have been four of us on board for a few days. "Excuse me for a minute," I said, and went below, Rick unfortunately following on my heels. Sleeping bag rolled up, cushion removed, and sure enough. It was not Rick's imagination. The plywood hatch cover was wobbling a good inch above the lounge seat, and this ugly plastic bag was doing its best to escape the hatch like some prehistoric monster grinning its way out of an undersea cave. Tight and smooth, we could have used it as a drum.

There stood Rick, his face a mixture of horror and disgust. Then he smiled. "Well, that explains the gurgling I heard," he said. And right up to when we sold *Evita* a few years later, he never slept with his head facing aft again.

GULF SAILOR

Preparing for the Boat Season To-Do List

Here's the 2018 *Waggoner Cruising Guide* list. Organizing and prioritizing your tasks makes them seem much more manageable and actually doable. Ticking them off creates motivation and brings satisfaction.

1. Bilge

- a. Clean sea strainer baskets
- b. Inspect thru-hulls and ensure seacocks are working
- c. Check the stuffing box for abnormal leakage
- d. Check auto and manual operation of Bilge Pumps
- e. Check thruster reservoir for leaks
- f. Check trim tab reservoir for leaks
- g. Check steering reservoir level
- h. Replace absorbent pad in the bilge and check for sign of fluid leaks
- i. Test bilge blower to ensure proper operation
- j. Ensure bilge pumps are operational

2. Engine(s)

- a. Close coolant pit-cocks if drained in the fall
- b. Inspect raw water pump impeller
- c. Check engine oil and transmission fluid condition and level
- d. Replace fuel filters
- e. Check drive belt condition and tension
- f. Inspect belt tension bearing
- g. Inspect for fluid leaks
- h. Check coolant overflow bottle fluid level
- i. Check engine coolant condition
- j. Check coolant hose condition
- k. Check condition of zinc in cooling system
- l. Flush raw water side coolant heat exchanger
- m. Inspect and clean air filter/spark arrester
- n. Ensure engine mounts and drive coupling nuts are tight
- o. Check exhaust clamps and hoses
- p. Inspect spark plug cables, if applicable, for cracking or brittleness
- q. On non-electric ignitions change points, condenser, rotor and distributor cap

- r. Ensure seawater discharge at exhaust when engine is running
- s. Test engine alarms to ensure operable

3. Electrical System

- a. Check battery condition, fluid level and clean the terminals
- b. Check D.C. electrical panel and terminal connections to ensure all connections are clean and tight
- c. Check engine gages
- d. Check operation of all electrical appliances
- e. Check cabin, anchor and navigation lights
- f. Test horn to ensure it is operational
- g. Service generator

4. Furnace/Air Conditioner

- a. Run to ensure proper operation
- b. Check for fuel and fluid leaks
- c. Check fluid level on hydronic units
- d. Replace fuel filter

5. Deck Hardware, Hull & Dingy

- a. Check deck hardware fittings for tightness
- b. Check sacrifice zinc
- c. Inspect dingy and davits
- d. Check window wiper blades for cracks and deterioration
- e. Remove anchor rode from locker, and inspect rode, shackles, and length markers
- f. Clean and lubricate Windlass
- g. Check O-ring on water and fuel-fill caps
- h. Clean, inspect for cracks and apply light coat of oil to hatch gaskets
- i. Inspect shore-power cord and connections
- j. Service dingy motor
- k. Inspect dock lines

6. Freshwater System

- a. Flush tank
- b. Ensure air vent line is clear
- c. Inspect waterlines for leaks
- d. Test pump operation
- e. Replace in-line filter

7. Head

- a. Check operation
- b. Inspect hoses and clamps
- c. Replace holding tank breather tube filter
- d. Ensure breather vent is not blocked
- e. Check Y-valve and macerator operation
- f. Clean shower sump pump filter

8. Refrigerator/Freezer

- a. Defrost freezer
- b. Check 12- and 110-volt operation

9. Range and Stove

- a. Filled and inspected propane bottle
- b. Check range and stove operation
- c. Inspect for gas leaks

10. Safety Equipment

- a. Replace CO2 detector batteries
- b. Check flares expiration dates
- c. Service and inspect fire extinguishers
- d. Service life raft
- e. Replenish the first-aid kit and replace expired items
- f. Check PDFs are in good condition and operational
- g. Ensure all required safety equipment is onboard

11. Spares Parts and Tools

- a. Replenish all essential spares for the season (hoses, belts, impellers, fuses, bulbs, filters, etc.)
- b. Ensure at least the basic tools are stored on-board

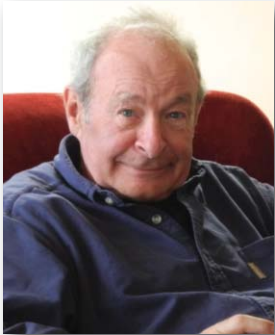
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GULF SAILOR

Introducing some of our 2018 Executive...

In their own words...

Our Fleet Captain



Klaus Reiniger
S/V *Moondance*

My sailing career started at Camp Tamaracouta, a Boy Scout camp north of Montreal, on sabots at age 15. Our family had a Klepper folding Kayak which was fitted with a sailing rig and I had a great time on the lakes.

Moving to California I became active with the Sea Scouts in Redwood City where we had a sailing Monomoy Lifeboat which we sailed on San Francisco Bay. Going to Cal Poly, San Louis Obispo, I was active in the sailing club with the highlight being sailing the 92 foot schooner *Salée* out of San Pedro out to Catalina island, and having a beautiful spinnaker run back to LA.



FYI: This is a Monomoy Lifeboat although Klaus's was rigged as a gaff rigged sloop.

After marrying Liz we enjoyed the family Beetle Cat in Nantucket harbour for many Years.

In BC, we have had three sailboats over the years starting with a Swiftsure 24 which we owned for 14 years. This was followed by a Crown 28 and finally *Moondance*, a 1990 Hunter 35.5, which I took around Vancouver island and continue to enjoy.

Another sailing highlight was sailing aboard *Bluenose 2* in Halifax Harbour. Sailing is my passion which I enjoy as often as possible.

We joined the Gulf Yacht Club and I am currently on my third stint as Fleet Captain!



Our Executive Officer



Pat Costa
S/V *Sparkle Plenty*

I joined the GYC with my husband, Roy, some six years ago. We were new to cruising and were eager to explore our local waters aboard our Beneteau 310 *Sea Stallion*.

It is important to note the vessel was named by the previous owner, and was a 'play' on the Beneteau logo! We were encouraged to join by our friends, John and Terry Dixon and were warmly welcomed by all, and guided expertly by Ron and Eleanor Vandergaag.

I have served on the GYC Executive for the past year and continue in the capacity of Executive Officer for 2018.

My introduction to sailing was at Jericho Sailing Centre in the late 1970's primarily as support team. Our purchase of an Olympic class catamaran, a Tornado, in 1981 was a life changer. Roy and I became intoxicated with the sheer speed and exhilaration of a racing machine. All changed with the arrival of our son, Andrew, in 1986.

Reluctantly we sold *Nice Pair* in 1988 as our lifestyle had entered a new phase. In 1993 we purchased a Martin 242 – we cruised the coast and eventually convinced Andrew to race with us on Wednesday evenings! And I even managed to convince him that it was more exciting than baseball?!

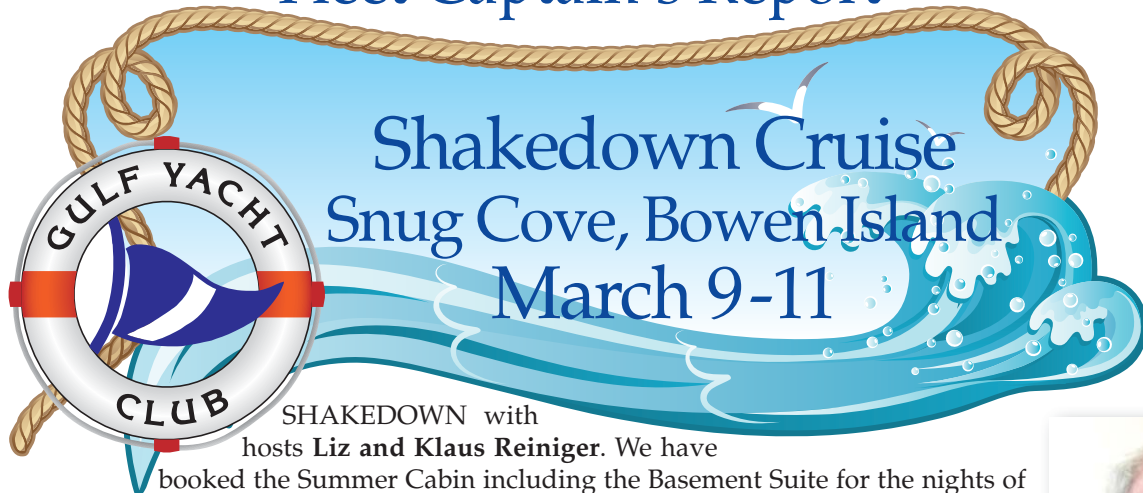
Currently we enjoy cruising with the GYC on *Sparkle Plenty*, a Beneteau 36.7.

We still enjoy racing, especially on Wednesday Nights. We are fortunate to crew on *Showtime* with Doug Ramsay and Tony Boardman, fellow GYC members. The best of both worlds for sure.



GULF SAILOR

Fleet Captain's Report



SHAKEDOWN with hosts **Liz and Klaus Reiniger**. We have booked the Summer Cabin including the Basement Suite for the nights of March 9th and 10th since we have to book for two nights. The plan for people who are arriving Friday evening is to congregate in the cabin for appies and happy hour at 5:30. For dinner you are on your own.



Klaus Reiniger,
Fleet Captain
S/V Moondance

Saturday:

Saturday morning for breakfast you are on your own. Once again Saturday afternoon we will gather at the **Summer Cottage around 4:30 pm** for appies and happy hour, this is followed by around **6:30 pm for a potluck dinner**, which is followed by our famous **Boat Building Competition** for which materials will be provided. If a game is desired, we ask for a volunteer to organize this, a possible time would be 5:30 pm.

**Sunday:**

Sunday morning, there will be our usual **Champagne Breakfast at 9:30**, but in the absence of Chris and Ragnar, it will be coordinated by Suzanne in collaboration with Liz, Dar and Jane. Volunteers are requested for cleanup. This will be followed by **Boat Racing and the trophy presentation**.

Important Note:

Attendees **need to make their own moorage reservations as soon as practical** for their desired moorage dates. **Call 604 947 0707. Don't delay!!!!**



Please **bring your own** beverages and appies. Please **bring your own** dishes, cutlery, coffee mugs and glasses as well as serving utensils for your potluck dish.

Breakfast on Sunday morning is all provided, as is coffee (and champagne and orange juice!).

Please contact Klaus Reiniger 604 980 6493 if you are attending indicating the # of people so that we can plan properly for breakfast.

GULF SAILOR

Fleet Captain's Report #2



The EASTER CRUISE needs a host! Please call me if you are able to help make this cruise a great success. The rendezvous takes place at the **Ladysmith Community Marina** which is operated by Ladysmith Maritime Society. It is the first marina you come to on the port side) and their phone number is 250 245 1146.



First marina
as you enter
the harbour.

**Please make you moorage reservations as soon as possible.
Phone 250 245 1146.**

Our **SAILPAST** is still a long time off (April 28, 29) but reservations at USSC Marina (Union Steamship Company) should be made as soon as possible
604 947 0707.

The Fleet captain has already booked his reservations through to New Year's just to be on the safe side.

Good Friday:

Some of you may be planning on going straight to Ladysmith on the Friday, but others may stay at other locations (to be determined depending on consensus).

0430 Hrs • Happy Hour on the deck of the marina

Saturday:

Most probably will arrive on Saturday morning. Saturday at noon we will have a hot dog lunch on the dock as we have rented the dock barbecues for that purpose. Hot dogs, Buns and salad will be provided.

1200 Hrs • BBQ Hotdog Lunch on the deck of the marina

1800 Hrs • Potluck Dinner in the upstairs room at the marina: there is NO OVEN so all food must be prepared aboard your boat. Bring EITHER a main dish OR a salad and dessert.

Sunday:

0900 Hrs • Coffee and sweets on the dock of the marina

1000 Hrs • Easter Bonnet Parade and Easter Egg Hunt.

Remember to bring your easter 'bonnets' and everyone is invited to join in the fun (girls AND boys)!

To Be Decided: • **An outing** to Bruce and Adele's and Graham and Lynn's is being talked about but is yet to be confirmed.
• **Dinner** will be going out to a restaurant. Suggestions would be appreciated.

Monday:

• **Departure**

Please **bring your own** beverages, coffee mugs, plates and cutlery, potluck offering and favourite appies.



Klaus Reiniger,
Fleet Captain
S/V Moondance

GULF SAILOR



Minutes

of the General Meeting,
February 12, 2018

The meeting was called to order at
19:35 by Commodore Dixon.

The Minutes of the previous Annual General Meeting were accepted by Dorothy Stauffer and seconded by Anne Trudel.

Business arising from the Minutes of the previous AGM 2017

- None identified.

REPORTS OF OFFICERS:

Executive Officer –

- Pat was away but Terry Dixon reported that 37 members and 6 guests were in attendance.

Treasurer –

- Chuck reported that we have \$9,474 in our current balance and GIC savings of \$4,042.

Secretary –

- No report.

Fleet Captain –

- Klaus reminded us that the first three cruises are outlined on our WEB site and that the first two cruises are described in the February newsletter.
- March 9, 10 and 11 is the Shakedown Cruise at Bowen Island.
There will be a celebration of a new boat at this cruise so be prepared for that.
- March 30, 31 and April 1 is the Easter Cruise at the Ladysmith Community Marina.
- April 28, 29 is Sailpast at Bowen Island.
- He encouraged members to volunteer at the events and encouraged members to make their reservations at the marinas now.

Staff Captain –

- Nick Palmer is presenting tonight.
- In March there will be a presentation by UBC students involved with a robotic sailboat.
- George asked that anyone having suggestions for presentations or who would like to present to please contact him.

Vice Commodore –

- Dar encouraged members to bring their own coffee or tea cups to the meeting.

Past Commodore –

- Not present.

Signals Officer –

- The website will have a new section for sale or swap items.

Gulf Sailor Editor –

- No report.

Executive Officers Present:

Commodore	John Dixon
Vice-Commodore	Dar Farrell
Fleet Captain	Klaus Reiniger
Staff Captain	George Bamford
Hon. Treasurer	Chuck Spong
Signals Officer	Martin Pengelly

Absent:

Hon. Secretary	Chris Stangroom
Executive Officer	Pat Costa
Past Commodore	Andreas Truckenbrodt

Council of BC Yacht Clubs – No report.

Commodore –

- John welcomed the new members: Iain and Deirdre
- Victoria Day cruise: he suggested that those leaving on Friday meet at 10:00 at the Bell Buoy and stay overnight in Clam Bay before proceeding to Thetis.
- He thanked Suzanne for her interesting and thorough newsletter.
- Pub night was moved back to September.
- June 11 will be a Special General Meeting where the New Societies Act will be discussed and what changes will be made to our bylaws. Chuck and Andreas are working on this. A guest, Michael Robson, spoke about his experience with the New Societies Act.
- Club brochures will be ready for the next meeting.
- John encouraged Suzanne to describe a new idea for the summer cruise. She introduced the concept of a multi-day, multi-anchorage cruise where participating boats moved each day and met up with a different boat. The final day would see all boats come together for a big meet-up.

Business Arising from the Reports – None identified.

NEW BUSINESS:

- None identified.

Motion to Adjourn by Phill Little.

Meeting adjourned at 20:15 hrs.

Minutes prepared and respectfully submitted by Darlyne Farrell, Vice Commodore, *S/V Saw Lee Ah* for Honorary Secretary Chris Stangroom, *S/V Christie Cove*.

