



*Race Day! And they're off! But not necessarily in the right direction and not exactly taking off either.*

## Shakedown and Easter Cruises both behind us

And it's only the beginning of April. Perhaps the weather gods will show their approval of our efforts by becoming less wintry and more spring-like. The wind was very cold the whole weekend and horizontal hail on Easter Sunday was particularly unpleasant. But everyone who braved the elements was cheerful, particularly Ken and Anne, who showed off their lovely *Naida*.

Many of us who've sailed with the same partner for a while, have developed a go-to technique for deploying and setting the anchor. But we don't always agree 100% (surprise, surprise) and I think you need to be open to new ideas, especially when it comes to controversial issues. That's what we'll be exploring at our next meeting when we talk all about anchors and anchoring with **Staff Captain George**.

**Martin** wants to remind everybody that the club has tools for us all to take advantage of, tools that most of us really don't want to buy. Check out p.6 to see them and pick up some tips about how to avoid outboard starting problems due to stale fuel.

We also have another GYC Approved Anchorage to visit, compliments of **Kellay Hamelin**, a Reader's Corner with a great suggestion from **Lorraine de la Morandière**, and another member lets us get to know him a little better –

**Ron Vandergaag** shows us the fruits of his labours when he's not sailing. And Past Commodore **Andreas** has found a hilarious piece on spinnaker handling from a 1972 Gulf Sailor.

We've got photos and a report from **Cathie West** covering the events of Shakedown and the amazing results of The Great Race. And finally, Fleet Captain **Klaus** reminds us about **Sailpast Protocol**. Make sure you've booked for the event.

Suzanne Walker, Editor S/V *White Wolf*

APRIL 9

*Anchors  
Aweigh!*



Not the movie: the real thing!

All about them: the history of anchor development, the newest thing in anchors, what they're made of, the pros and cons of different types, anchor size in relation to boat size, and how many and what types should you have on board.

Then the mechanics of setting and raising them, and how to encourage your partner-in-boat to (happily!) participate.





# GULF SAILOR

## Executive Officers 2018

Commodore:	<b>John Dixon</b> <i>Tantramar</i>
Vice Com:	<b>Darlyne Farrell</b> <i>SawLeeAh</i>
Fleet Captain:	<b>Klaus Reiniger</b> <i>Moondance</i>
Staff Captain:	<b>George Bamford</b> <i>Hypatia</i>
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Hon. Treasurer:	<b>Chuck Spang</b> <i>Windstrel</i>
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Past Com:	<b>Andreas Truckenbrodt</b> <i>Beautiful Day</i>
.....	
Hon. Editor:	<b>Suzanne Walker</b> <i>White Wolf</i> <a href="mailto:dandg@portal.ca">dandg@portal.ca</a>

## Commodore's Report

Spring is here and for me the cruising season is about to start. The engine on *Tantramar* is repaired, now leak free and ready to go. The winter tarps have been removed, the sails are on and most of the cruising gear has been migrated back on board. Next up is a quick haul-out for a bottom scrub and zinc replacement. I intend on participating in the Easter Cruise to Ladysmith and look forward to the event.

Firstly, I would like to welcome our new members **Iain Begg** and his mate **Deirdre Munro** to the Gulf Yacht Club. Please extend them a warm welcome.

Secondly, our Fleet Captain, **Klaus**, has been doing a great job organizing Shakedown Cruise to Snug Cove, the Easter Cruise to Ladysmith and Sailpast which ends up at Snug Cove. Many thanks to Klaus.

In other club news the Membership Rosters have been printed and are being distributed. Also, the GYC brochures are complete and a few have been given to each member. More are available, and I hope that all of us find some prospective members to give them to. These could be folks at your marina with neighbouring boats or others you meet in your sailing travels.

I don't know about you, but I am finding the world a bit on the crazy side these days. Elections, political correctness, social rules, pipelines, Trump and so on. Really? But then there are



John Dixon, Commodore,  
*S/V Tantramar*

boats. No matter who is in charge, your boss or elected official, boats and water don't care. They continue to perform with (mostly) timeless dependability. Sure, your boat may be a high-tech wonder but it still follows the physics and principals of vessels of old. The waves, winds and weather may not always suit us but they perform within the parameters of our understanding. You get in a boat, it sails, you steer and you go somewhere. That has some sense to it. In the chaotic space that is the rest of the world it's great to have something you can count on. A corny thought? Maybe, but in the cold and wet Canadian winter it's heartening to know my boat is waiting for me at the dock and once the spring chores are complete will be ready to sail. Everything else can fade into inconsequence. Can't wait to get sailing again.

And the following provides some interesting tips on provisioning for our upcoming sailing season, so please take note...

## The U.S.S. Constitution

The *U.S.S. Constitution (Old Ironsides)*, as a combat vessel, carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea!



However, let it be noted that according to her ship's log, "On July 27, 1798, the *U.S.S. Constitution* sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 79,400 gallons of rum."

Her mission: "To destroy and harass English shipping."

Making Jamaica on 6 October, she took on 826 pounds of flour and 68,300 gallons of rum. Then she headed for the Azores, arriving there 12 November. She provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine.

On 18 November, she set sail for England. In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchant ships, salvaging only the rum and other alcohol aboard each.

By 26 January, her powder and shot were exhausted. Nevertheless, although unarmed she made a night raid up the Firth of Clyde in Scotland. Her landing party captured a whisky distillery and transferred 40,000 gallons of single malt Scotch aboard by dawn. Then she headed home.

Allegedly, the *U.S.S. Constitution* arrived in Boston on 20 February 1799, with no cannon shot, no food, no powder, no rum, no wine, no whisky, and 38,600 gallons of water.

# GULF SAILOR

## Introducing...Our Vice Commodore



Dar(lyne) Farrell  
S/V *SawLeeAh*

*SawLeeAh dodging  
bergs in Alaska.*



Suzanne has asked the executive to write a bit about themselves. Well, I started sailing when I met Rod. It wasn't long after I met him that I was introduced to the other woman in his life: *SawLeeAh*. We have continued in the same threesome ever since. And since that meeting, I've learned a lot about sailing – all from Rod.

The second year, we sailed around Vancouver Island. With ice boxes for fridges, a manual windless, and Loran. Since I was so new to sailing, we asked our family and friends to join us for different legs of the trip.

Our second adventure was sailing to Haida Gwaii; our first overnight sail. By then we had radar and an electric windless.

Pam and Tom Shenton were instrumental in introducing us to the GYC. We were so lucky. Until then we had been sailing on our own. We have made many friends, shared pot luck and appetizers, laughed and cried.

Then in 1999, we prepared *SawLeeAh* and ourselves, and set sail for the South Pacific. We took a year to sail down to Mexico, across to the Marquesas, the Tuamotus, the Society Islands, up to Hawaii and home. We felt that one year was just an appetizer for what could be. In 2003, after many upgrades to *SawLeeAh*, we set out again. This time we sailed to Hawaii then down to the Cook Islands, Samoa, Tonga and New Zealand. During our stay in the South Pacific, we sailed to Fiji, Kiribati, Tonga, Samoa, New Caledonia and the Marshall Islands. We were fortunate that some family and friends could join us at various locations and for some passages. In 2010 we sailed home from New Zealand via Tonga, Kiribati and Hawaii.

Now as you know, we continue to sail the local waters with our GYC friends and family. Sailing is not our only passion. We love to ski and hike and since returning from the South Pacific, have been doing lots of both.

## Boat Partner Wanted for *Tamasha*

I would like a partner to share finances and make sure the boat gets exercised more regularly than I can manage on my own.

Our boat is *Tamasha*, a Catalina 30, moored at Burrard Civic Marina. I'm the main person in our family passionate about sailing and am looking for some financial help to keep the boat and have it be used more.



A 50% partnership would involve a year-long contract, starting April 1, 2018 and be \$390/month for two weeks of usage per month with the possibility of doubling up of usage periods during peak season.



Karin Steichle,  
S/V *Tamasha*

A 25% partnership would be \$225/month for one week of usage per month with the possibility of doubling usage periods during peak season.

I'm told *Tamasha* means 'joyful, fun times' in Sanskrit and that's what I hope to have with a new partner.

If interested, contact Karin at 604-723-6948 or [ksteichele@hotmail.com](mailto:ksteichele@hotmail.com).



# GULF SAILOR

## GYC Recommended Anchorages



White shell midden beaches line Fury Cove and little islets protect it, but you can see out to Fitzhugh Sound and Calvert Island and watch the whales. **Kellay and Bob Hamelin.**

At one of our GYC meetings Phill Little gave a presentation on "Best Anchorages" and he said something that stuck with me: *"Good anchorages are basically the same, a channel down to an opening – it's your own memories that make one anchorage better than another."*



It's for that reason I picked Fury Cove as our favourite. The first time we ventured to the Central Coast, due to unfortunate circumstances, we ended up travelling on our own to round Cape Caution. Fury Cove is a popular first or last stop before or after rounding Cape Caution, so arriving here without an abundance of drama (for one of us especially) made it seem magical. After the happy dance was done, we settled in to check out this beautiful cove.



The beaches are part midden and fine white sand, giving you a view out to the open water which takes you to Japan if you make the wrong turn! You can walk around the island, an interesting abandoned camp is in the middle. Happy hour on shore is always a nice treat, whale watching at the same time, you can even have a small evening campfire.



Kayaking is a must for me and this was a great spot. Bob likes to venture out in the dinghy, coming back with a snapper for dinner, which also gave us bait for the crab trap, another meal taken care of. We usually stay a couple of days here, a great spot to weather watch and plan the next step.

Fury is a must stop for us now, both coming and going to the Central Coast. We've been there as the only boat in the bay, plus once with an 18 boat Waggoneer flotilla that thankfully moved on the next day, although there was still lots of room.

Fury Cove makes us smile whenever we think about it, especially thinking about the sense of accomplishment we felt that first time.



Kellay Hamelin, S/V *An Affair*

# GULF SAILOR

## Reading at Anchor: And Keeping a Weather Eye Out



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.

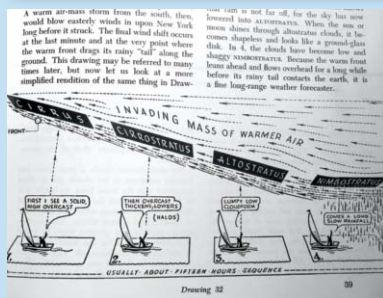
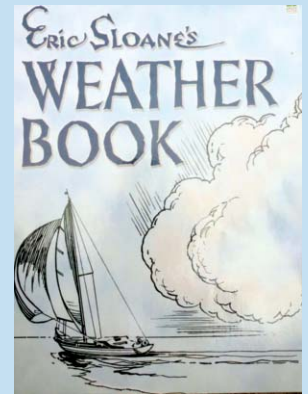
I finally got a suggestion from one of our GYC members – thank you **Lorraine** for your most thoughtful, educational (and useful) recommendation.

### Eric Sloane's, *Weather Book*

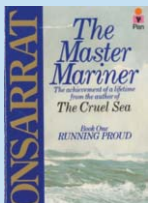
What sailor has ventured off without checking the marine weather forecast, cloud formation or even flight height of local birds to guess the day's weather? The author of this book calls such a man or woman a sailor with a *weather eye*. Sloane balances both meteorological methods of predicting weather phenomena and folklore methods found in old diaries and almanacs.

His drawings demonstrating such things as the anatomy of air, winds, line squalls, cloud formations, etc. are somewhat whimsical. Sloane incorporates a great sense of humour along with short quotes by Shakespeare, Holmes and others to engage readers.

He prefaces the first chapter with a page of drawings and, "Weather Sayings of the Old Sailors". Chapter one, "The Human Side of the Weather" entices people to read and enjoy the differences (and similarities) of being *weather-wise* and *being meteorologically accurate*.



This is a good book for those interested in meteorology and learning from a creative stance versus a dry textbook approach. Easy to read and enjoyable! Only \$15.00 through Amazon.ca.



### Nicholas Monsarrat, *The Master Mariner*

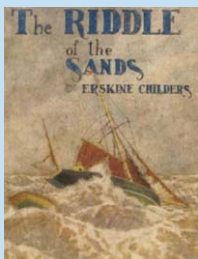
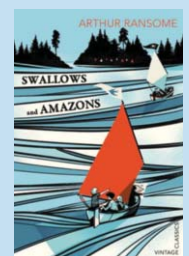
From the author of the classic World War II naval novel, *The Cruel Sea*, *The Master Mariner* follows the story of a young Devon sailor, Lawe, who is cursed after a spectacular act of cowardice to "wander the wild waters till all the seas run dry."

Written in two volumes, the story covers the history of maritime development, from Sir Francis Drake preparing to fight the Spanish fleet to the 1960 opening of the St Lawrence Seaway.

### Arthur Ransome, *Swallows and Amazons*

Summer holidays certainly evoke nostalgia and what is more nostalgic than revisiting that childhood classic which got you into sailing in the first place!

Arthur Ransome's story about the adventures of the Walker children in the Lake District in 1929 is still as entertaining as ever.



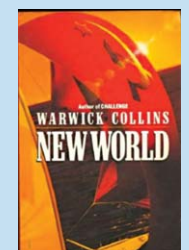
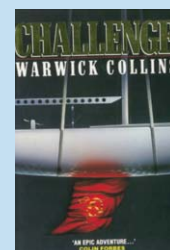
### Erskine Childers, *The Riddle of the Sands*

*The Riddle of the Sands* was published in 1903 and is said to be one of the very first espionage novels. This famous thriller tells the story of Carruthers, who in 1902 is invited on a yachting holiday in the Baltic Sea by a university acquaintance. What begins as a leisurely cruise soon turns into a gripping and dangerous espionage adventure on the high seas.

*The Riddle of the Sands* enjoyed huge popularity when it was published, and it has become one of the top ten best sailing books. The chill seascape of the Baltic coast is etched with needle-point precision.

### Warwick Collins, *Challenge, New World*

If any of you are interested in the America's Cup, a couple of books by Warwick Collins, a yacht designer out of Lymington who invented and patented the tandem keel, should be on your list: *Challenge* (1990) and a sequel *New World* (1991).





# GULF SAILOR

## Club Tools

The following tools are available to all active members of the club without charge. They are the kind of tools that are invaluable when you need them but too expensive for most individuals.

You may borrow them by contacting **Martin** at 604-986-0971 or [marpen@shaw.ca](mailto:marpen@shaw.ca).



Members are responsible for picking up and returning in a reasonable time frame.

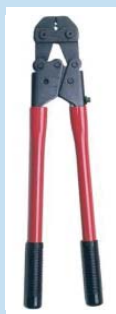


### HEAVY DUTY BATTERY LUG CRIMPER

If you are doing any battery rewiring this tool is a must to do it right. Calibrated adjustment screw and compound lever action prevents operator fatigue. Capacity: Crimps 8 - 4/0 AWG /8-103 mm<sup>2</sup> lugs and terminals.

### RIG TENSION GAUGE

The Loos tension gauges take the guesswork out of cable rod tension adjustment. They are especially designed for accurate, repeatable tuning of a sailboat's standing rigging. This gauge will handle 3/16 to 9/32. This gauge was generously donated by **Stephen Lapin**.



### LIFELINE SWAGER

Use to hand-swage lifeline fittings. Will handle all typical size Sherman Johnson stainless fitting. Using this tool the cost of replacing lifelines is a fraction of paying a professional.

### ADDITIONAL TOOL

- Bosch Random orbital sander
- Simoniz Power buffer and Polisher
- Fid for splicing braided line
- Wire cutters for heavy battery cables

## How to Ensure Fresh Outboard Fuel

Outboard motors can be frustrating when they don't start – and the most common starting problem is stale fuel.

If you think the procedure below is a little over the top, I know of two other members as well as myself that have had issues because of the priming bulb on our outboard fuel tanks – this is after stripping the carburettor a couple of times to cure the elusive fuel flow issues and, in one case, taking the engine to a pro to get it fixed, when the cure was a new fuel line,

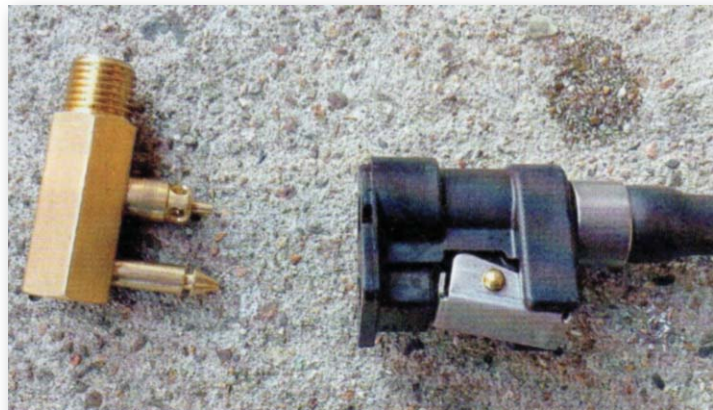
We all have intentions of using our boat regularly, but then life intervenes, or there is a run of bad weather, and suddenly it is months since we last started our outboard.

The best way to ensure you always fresh fuel is to empty the system and start again in spring. Start by disconnecting the fuel line and run the motor until it stops/sputters. This helps empty the carburettor. If you have a two-stroke you should not let it run until it stops, but rather stop it deliberately when it starts to run roughly. This will ensure that there is a coating of fuel and oil in the cylinder, and protect against rust in storage.

That done, you can imagine that with a fresh tank of fuel you are ready to go. But wait: we've forgotten the fuel hose and the priming bulb. The fuel hose has spring-loaded valves on each end that trap the fuel in the tube and bulb. If this fuel is not drained, stale fuel from the hose is what will be pumped into your carburettor when you try to start. To empty the hose you need to push in the check valves on both ends of the hose and squeeze the priming bulb at the same time, and that is difficult to do.



Martin Pengelly  
S/V Kailani



However, the solution is simple. For not a lot of money you can buy a spare fuel tank connector: you need to get one that matches the fuel connection on your motor. Plug that end into the hose motor end, plug the other end into the fuel tank, and we now have two open ends. Tilt the fuel tank so that the suction point is above any residual fuel in the tank, aim the now open hose end into the tank, pump away, and you soon have an empty fuel line. Job done! So the next time you try to start you will be pumping fresh fuel from a clean system.



# GULF SAILOR

## Sunshine for Shakedown 2018

Shakedown is when we have to get our boat half respectable, at least the first coat of green removed, and hope for no mechanical issues on the way to the USSC. And we made it!



Cathie West,  
S/V 2nd Chapter



Thank you to Fleet Captain, Klaus, along with his better half, Liz, for organizing a great weekend and to our cooks and the clean up crew. And a special nod goes to one of our newest members Karin Steichele who never seemed to stop working all weekend.

And already our first cruise of the year is behind us.

Our rendezvous started on the Friday evening, with a happy hour in the Summer House. Three of our fleet were able to make it for that event plus house guests, Sharon and Mike, who hopped a ferry to be with us as well.

Saturday, the rest of our boats showed up at different times during the day and in the end we had 11 boats: *Hypatia*, *White Wolf*, *Kailani*, *SawLeeAh*, *2nd Chapter*, *Rufcut*, *Reality*, *Simply Dreaming*, *Contender*, *Moondance*, *Fast Forward*. Also in attendance, houseguests Sharon Cooper, Mike Smith and Karen Steichele and fur friends, Bhava-Va, Buck and Max.

Our Saturday evening began with Happy Hour in the Summer House leading into the scrumptious Pot Luck dinner. We had such a variety of food and as usual too much!

### Boat Building

After dinner the 'Boys' (a few with expert 'helpers' and critics assisting) settled in to make their racing boats. The concentration was intense and the results were an engineer's delight. After the

boat building, we all retired for the night knowing that with daylight savings beginning in the wee hours of Sunday morning, we were going to lose an hour of precious sleep.



Everyone got down and some got dirty after dinner. Good Bye Martin illustrates the heightened tensions in the room as craft took shape and builders prayed their new designs could finally unseat the repeat winner and current holder of the trophy.

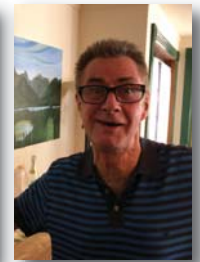
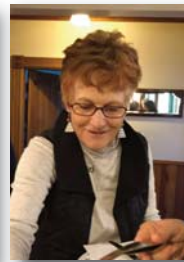


Organized chaos. Gord and Sumi try to figure out their idea, with tips from Ron. Rod works on his own in the background. Miles, below, is simply hoping his boat won't sink as it has on every occasion thus far. And everyone is fine-tuning their sail shape.





# GULF SAILOR



## Breakfast at Snug

Sunday morning, the cooks, **Liz, Dar, Suzanne, Miles, Jane** and **Karin** were busy making us a hardy breakfast which was served at 9:00 AM. Wow, it was good. And Roger came back for seconds! After cleanup it was time to go to the shoreline, check wind directions and get ready for the start of the famous boat race. And that is when things got a tad confusing.

## Boat Racing: Predictably Unpredictable



The wind direction changed after the beginning of the race and there was very little of it. Most boats went sailing off in the wrong direction but a few were heading where they were supposed to go. Typical racing for the GYC (the club that doesn't race!). We did, however, come up with a clear winner and of course it was **Martin** (again and again).



Martin's craft (green sail on the right) managed to actually cross the agreed-upon-before-the-race-started finish line as determined by Klaus. And there was no other boat even in the running.

On the other hand, and in an entirely different direction, a group of boats were battling it out to see who could finish first dockside. Honorable mentions, then, given Martin was the only 'official' finisher, need to go to **Gord**, followed by **George P.**, **Rod** and, miraculously, **Miles**, whose boat didn't actually remain upright, but didn't sink either (as in all previous races) and came in 4th in one piece!

Ron had to stop the winner from escaping under the dock. 1st, 2nd and 3rd below left to right.



After the race, people started to leave for their journeys home and in some cases, off to do a little shopping.

Thanks to everyone who volunteered their time. What a great team effort and what a great start to our sailing season.

We couldn't have asked for a better weekend, weather wise. Brilliant sunshine for three days. What a treat that was!

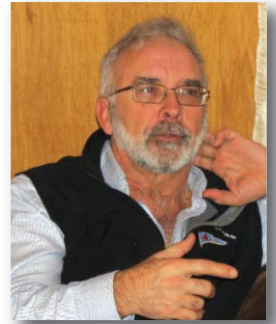


# GULF SAILOR

## Beyond Sailing – The Things We Do...

What do YOU do when you're not sailing? Lorraine, a relatively 'new' member, realized she knew very little about her fellow sailor friends and wanted to rectify that.

Here's the second in a series of articles instigated by Lorraine de la Morandière. Each month she will be chasing down someone's back story – finding out things that may surprise you, or peak your curiosity. Perhaps something that might lead you deeper into a new friendship. Hoping to enhance the ties we make in sailing and socializing Lorraine is pleased to present the second in the series. Introducing ...



Ron Vandergaag  
S/V Fast Forward



### Ron Vandergaag

My major pastime outside sailing (and crossword puzzles) for the past several years has been small woodworking projects, mainly building furniture and fixtures for our home and our kids' condo, and for the various family boats.

Some years ago I built one of those 'ever popular' boat shelving units. We had an old futon frame with some nice pine 1x2 slats, those and a sheet of doorskin and some plywood and we cobbled together this shelf. Adding some built-in lighting really set things off.

When our granddaughter was born I built something very similar, only this time it's a cradle. Note the radical twin keel arrangement!

Later, our son and his family bought a condo and wanted a dinette/storage unit for one particular corner of the condo. This banquette included storage beneath the seats and behind the deeper seat back, building a pedestal base for the table (and cutting off the original legs) and building the bench.

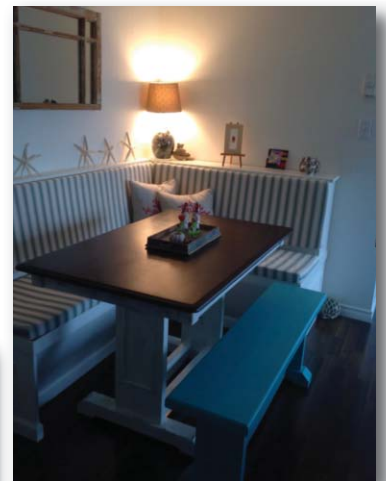
More recently I built a child's bed for a 3 yr old grand-niece in Victoria. Currently popular concept called a 'house' bed, it's got a frame that resembles a house shape. Note the matching 'doll's' bed ;)

Other projects include a bathroom remodel adding shelving and new lighting where the builders' mirror used to be, along with the typical 'honey-do' list of renovations and add-ons.



As many of you will have heard by now, we are retiring in May and have purchased property on Thetis Island, where it's pretty clear that retirement will not mean idleness. The property has an 800 sf detached workshop and the list of projects is already piling up. A new custom dining table and shelving units are on the horizon, along with eventually some bathroom and kitchen re-dos.

Stay tuned!!







# GULF SAILOR

## From The Archives

**Past Commodore Andreas** has been trolling through the archives and landed on this most amusing account of a couple, a spinnaker and a salmon. Now some of you might think this is just a big fish tale but it must have really happened – it was printed in the 1972 March Gulf Sailor after all.

### Spinnaker Handling

As an avid reader of sailing articles I have found that there is a dearth of material on the use and handling of spinnakers for the cruising sailor, all the instructions refer to racing which is not my bag. I feel that an item on spinnaker drills for the cruising man may might not be amiss so herewith the benefit of some of my experience which may help others in a like situation.

Like most cruising argonauts, my crew is mixed in dedication; the skipper entirely dedicated to sailing but the first mate, while loving the sport is also a fishing nut with salmon as the main target. Occasionally this leads to a conflict of interest.

Last year while making passage from Squitty Bay to Nanaimo in a light north easter under main and spinnaker with the dinghy and trolling line astern, we came under fire from U.S. ships of war reputedly testing torpedoes but which were, I am sure, taking some vengefull action in response to my oft expressed opinion of stink boaters from south of the border.

The decision to jibe the spinnaker was being forced on me by this new brand of yahoos when a damnfal salmon decided to commit suicide by eating the metal object dangled astern by the crew. The jibe was in preparation with the sheet, guy and mainsheet uncleated and the following describes the successful drill followed to land the fish.

#### 1. Preparations

Wrap the sheet around the port elbow, the guy round the starboard elbow, take the mainsheet in the teeth, straddle the tiller, grab the dinghy painter in the left hand, take the landing net in the right hand.

#### 2. Precautions

Avoid (1) Wrapping the spinnaker (2) Jibing the main (3) Getting the dinghy painter and fishing line crossed (4) Using nautical expressions unfamiliar to the crew (5) Making such expressions such that the crew understands and retaliates (6) Falling overboard when netting large unwilling fish.

#### 3. Commands and Responses

*"If I lose this fish I will divorce you!"*

Bend body to slacken sheet and tighten guy. The mainsheet is dark brown and tastes horrible. The tiller is sharper than I thought.

*"Where are you going you idiot?"*

Avoid jibe by fracturing sacroiliac. Christmas! The tiller has gone up the leg of my shorts! Guy slipping – that rope burns.

*"You've got the line under the dinghy!"*

Pull in dinghy with right hand which slackens guy. Bend right arm impossibly to avoid wrap. Think I broke arm! That tiller is much too familiar, turn head 360 degrees to take up mainsheet. Choking sensation caused by mainsheet now around neck.

*"Get the landing net. If I lose fish I will kill you!"*

Lean over with net, turn shoulder to jibe – I think it is dislocated. Keep one eye on fish, other one on spinnaker – eyes cross painfully. The mainsheet has taken a bight on my beard, the tiller is much too bold thank God it is not Berta the B.

*"Watch it stupid it is a monster."*

Get fish in net, lift into boat, ignore contusions and fractured rib, that's blood! Tiller shouldn't do THAT. I do not mind lost beard but regret skin attached. Stand on mainsheet, dislocate jaw and cut off air to lungs,

The drill is now complete and if successful the cockpit will be full of fishy scales, spinnaker will still be drawing and all torpedoes will have missed.

Remember next time to remove toe from vicinity of crew attempting to kill salmon with hammer.

I am assured that the fish tasted good but all my life I have HATED salmon.

"Andy"



## GULF SAILOR

## Fleet Captain Report

Sailpast  
Protocol

## Saturday:

Boats will gather at Caulfeild Cove at 10:30 at the latest and then follow the Fleet captain past the Commodore's boat starting at 11:00 AM.

**1030 Hrs • Rendezvous** in the vicinity of **Caulfeild Cove** at 10:30 at the latest.

**Commodore John Dixon** on *S/V Tantramar*, will be anchored near a point close to the SE of Caulfeild Cove, West Vancouver.

**1100 Hrs • Klaus**, your Fleet Captain on *Moondance*, will announce the start on our **communication Channel 69A** and hopefully by a cannon discharge from *M/V Boqueron*. As you sail past the Commodore, luff your jib or dip your ensign to give the appropriate salute.



Klaus Reiniger,  
Fleet Captain  
*S/V Moondance*



Boats will then **proceed to Snug Cove** for the weekend. Upon arrival at Snug please contact the **marina on VHF Channel 66A** for your berth assignment.

**1600 Hrs • Happy Hour in the Summer House.**

The Commodore will provide the first drink.

Club members bring appetizers, their own plates and cutlery and their own beverages.

**1830 Hrs • Potluck Dinner in the Summer House.**

The Commodore will be bringing a ham and buns. Bring **EITHER** a main dish **OR** a salad and dessert. More details to follow.

## Sunday:

**0900 Hrs • Coffee and Sweets in the Summer House.**

For lunch and dinner we can go out or be on our own. The day can be spent shopping, hiking or carousing.

**If you are not attending the sailpast, please send your regrets to the Commodore by email [stellaryachts@gmail.com](mailto:stellaryachts@gmail.com).**

Please make your own reservations for moorage as soon as possible. **Call the Union Steamship Marina at 604-947-0707** and remember to tell them you are part of the GYC.

*The Fleet captain has already booked his reservations through New Years.*

We have rented the summer house for the night of April 28th. Beds are available for **\$25/per person each per night**. There is a **pet fee of \$10** as well.

**Beds available:** one king in the upper room, one single bed in the upper room, single bunk in main floor bed room and single window bed on main floor and the sofa. I do not know of the accommodations in the basement suite, but will advise.

**Commodore John**, the Host for this cruise, will coordinate the bed assignments so make sure to contact him for details.



# GULF SAILOR



## Minutes

of the General Meeting,  
March 12, 2018

The meeting was called to order at 20:37 by Commodore Dixon.

The Minutes of the previous Annual General Meeting were accepted by Miles Walker and seconded by Ken Buckley.

### Business arising from the Minutes of the previous meeting

- The date of the Awards Dinner was confirmed to be Saturday November 17.

### REPORTS OF OFFICERS:

#### Executive Officer –

- Pat was away but it was noted that there were 35 members in attendance.

#### Treasurer –

- Chuck was away; no report.

#### Secretary –

- Chris Stangroom was away; no report.

#### Fleet Captain –

- Klaus reported that 9-10 boats and 23 people were in attendance at Bowen Island for the Shakedown Cruise. A good time was had by all. George and Miles provided the materials for the boat building. Martin outdid himself and won. Suzie, Miles, Liz, Jane, Dar and new member, Karin, prepared the breakfast and many volunteers helped clean up.
- Klaus and Jim and Cathie West discussed the need to pay for two nights at the cabin when only one night was needed and succeeded in getting a refund of \$300. They also negotiated for us to rent for only one night, Saturday, for Sailpast.
- The Easter Cruise is fast approaching March 31st to April 1st. Bruce and Adele Shuh will be hosting this event. Some will meet in Clam Bay on the Friday. Saturday a hotdog lunch will be provided and a pot luck in the evening. Cathy and Jim West will bring the coffee pot. The room does not have an oven so food must be prepared before bringing. Don't forget to bring an easter hat!
- The theme for the May Cruise is "Mexican Fiesta". Andy will be singing and playing his music on the Saturday.

#### Staff Captain –

- George Bamford reported that he has asked members for suggestions about presentations and to date has received zero. Please give him some input.
- The May pub night is at the Pemberton Station Pub in North Vancouver.

#### Vice Commodore –

- No report.

### Executive Officers Present:

Commodore	John Dixon
Vice-Commodore	Dar Farrell
Fleet Captain	Klaus Reiniger
Staff Captain	George Bamford
Signals Officer	Martin Pengelly
Past Commodore	Andreas Truckenbrodt

### Absent:

Hon. Secretary	Chris Stangroom
Executive Officer	Pat Costa
Hon. Treasurer	Chuck Spong

### Past Commodore –

- Andreas Truckenbrodt read a very funny article by Andy(?) from the March 1972 news letter about Spinnaker handling.

### Signals Officer –

- No report.

### Gulf Sailor Editor –

- No report.

### Council of BC Yacht Clubs –

- No report.

### Commodore –

- Welcomed new member Iain Begg and wife Deirdre Munro. They were not present.
- The new roster is being handed out and inside it are three club brochures. Please post these where you think they will be seen and give them out to those you think are interested in being members.
- Chuck reported that Phill Little will do the yearly audit.
- John has posted info on Craig's list about our club.
- Silver Ship ballots were handed out.
- John asked for cruising plans. George mentioned that the weekend after Thetis there is a shellfish event at Lund which he attended last year. John and others will be cruising north after the July 1st weekend.

### Business Arising from the Reports –

- None identified.

### NEW BUSINESS:

- None identified.

**Motion to Adjourn** by Andreas Truckenbrodt.

**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*.

