



GULF SAILOR

CRUISING UNDER SAIL

Sunset from Ruxton. Smoke from the Nanaimo fire, bottom left, mars an otherwise beautiful scene. Ed.

Summer's best laid plans gang aft agley - again

We've intended to get to the Filberg three years in a row, and three years in a row we've failed. This year we didn't even get north of Nanaimo – can't remember when we last missed visiting our favourite spots up there – maybe not since 1984. So crazy that life can get in the way like it does, and it surely does, more and more. At least it wasn't the engine holding us back this year. Which, thanks for asking, is going just great!

Our commodore reports on some real news about **REVISED FLARE REGULATIONS: only 6 flares (instead of the previous 12) are now required as long as your vessel is equipped with a VHF radio or mobile phone.** See more details in the Commodore's Report.

Doug MacLeod treats us to an in-depth look at long-time member, **Norm Ross** (were we ever that young?), his GYC qualifying cruise and the story behind the name of his then boat, *Kariel*. Many thanks to the tag team of **Deirdre and Fred** who prepared the Summer Cruise Report for us: Deirdre snapped the pics and Fred wrestled with what to say. Good job you two! **Rae** shares some hard won wisdom on a subject we all hate: holding tanks and the grief they give us. While **Ken** recalls a super stressful dock experience from which we can all learn a valuable lesson in 'being prepared'. **Forewarned is forearmed for sure.**

Chris and Lorraine report on BC Day's North and South Rendezvous. And **Lorraine** steps up with a second article about the why's and wherefore's of the increasing numbers of commercial ships we see anchoring in our southern Gulf Islands' cruising grounds.

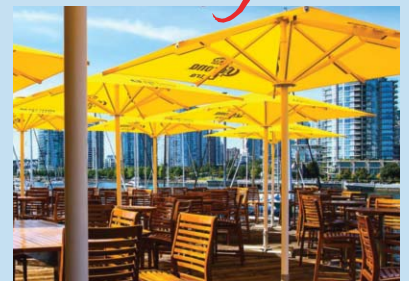
This will be the last newsletter for a bit as Miles and I are headed offshore – mostly by plane, but with a short foray in the Med on a friend's boat. We'll be back for the Awards Dinner with a story or two of our own I'm sure.

Suzanne Walker, Editor S/V White Wolf



SEPTEMBER 10

PUB Night



Our next 'meeting' is at the pub!
MAHONEY & SONS

STAMPS LANDING
601 Stamps Landing, Vancouver

Overlooking False Creek, with access to the Aquabus or go by boat, anchor and spend the night.

Plan to get there around 6:00 so you can get your order in early.

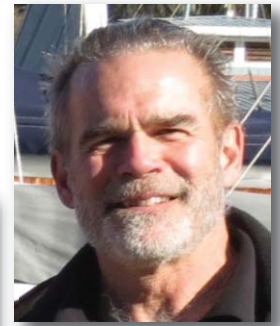
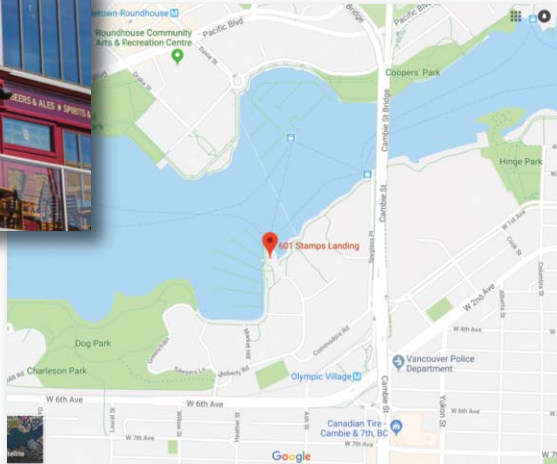
Continued p.2 Staff Captain's Report

GULF SAILOR

Staff Captain's Report



September meeting place at Stamps Landing: Mahoney & Sons right on False Creek.



George Bamford,
Staff Captain,
S/V Hypatia

Then make sure not to miss our **October presentation** given by Janet Rooke (my sister) about Janet Rooke, wharf manager at Tsehum Harbour in Sidney, is going to be speaking about the BC Harbour Authority's role in our sailing lives. She will be talking about the replacement of (red) 'Government Wharves' with Community Wharves, about their purpose, locations, administration, and more.

BC Harbour Authority: what it is and what it does.

The Harbour Authority Association of British Columbia (HAABC) was established in 1997 to create opportunities for Harbour Authorities (managers, directors, staff), associate harbours, and businesses in the marine industry to exchange information that can help make our boating experiences the best and the safest they can be.

For starters, the BC Coast is divided into six zones as follows:



The **Lower Mainland zone** consists of 9 individual Harbour Authorities (HAs): Bella Coola HA, False Creek HA, HA of Squamish, Kanaka Landing HA, Ladner HA, McIvor's Landing HA, Mission HA, Seyem' Qwantlen HA and Steveston HA.

The **Sunshine Coast zone** consists of 8 individual Harbour Authorities (HAs): City of Powell River, Egmont HA, Gibson's Landing HA, HA of Pender Harbour, Lund HA, Okeover HA, Saltery Bay HA and Sechelt HA.

The **North Coast zone** consists of 9 individual Harbour Authorities (HAs): Dodge Cove HA, Haisla HA, Ocean Falls HA, Oona River HA, Port Edward HA, Dekatla Slough HA, Village of Port Clements, Queen Charlotte HA and Stewart HA.

The **North Island zone** consists of 6 individual Harbour Authorities (HAs): Alert Bay HA, Malcolm Island HA, Port Hardy HA, Port McNeill HA, Winter Harbour HA and Zeballos HA.

The **Mid Island zone** consists of 14 individual Harbour Authorities (HAs): Bamfield HA, Campbell River HA, Comox Valley HA, Cortes Island HA, Deep Bay HA,

Discovery HA, Fanny Bay HA, Ford Cove HA, French Creek HA, Port Alberni HA, Quadra Island HA, Sayward HA, Tofino HA and Ucluelet HA.

The **South Island zone** consists of 8 individual Harbour Authorities (HAs): Cowichan Bay Fishermen's Wharf, Degen Bay HA, Ladysmith Fisherman's Wharf, North Cowichan (Crofton) HA, Salt Spring HA, Sooke HA, Tsehum HA and Whaler Bay HA

Each Harbour Authority Board of Directors determines the level of service to be provided at the harbour they manage, depending on the size, economic potential and staffing level of their HA.

Harbour Authorities are normally responsible for:

- Day to day operation of the facilities
- Setting rates and collecting user fees
- Allocating space within the harbour (berthage, off loading, etc.)
- Hiring staff to operate, manage and maintain the facilities
- Maintaining a general ledger of income and expenditure
- Performing minor repairs and maintenance

GULF SAILOR

Executive Officers 2018

Commodore: John Dixon
Tantramar
Vice Com: Darylne Farrell
Saw Lee Ah
Fleet Captain: Klaus Reiniger
Moondance
Staff Captain: George Bamford
Hypatia
Exec. Officer: Pat Costa
Sparkle Plenty
Hon. Secretary: Chris Stangroom
Christie Cove
Hon. Treasurer: Chuck Spong
Windstrel
Hon. Signals Officer: Martin Pengelly
Kailani
Past Com: Andreas Truckenbrodt
Beautiful Day
Hon. Editor: Suzanne Walker
White Wolf
dandg@portal.ca

Commodore's Report

What a great summer of cruising! The weather cooperated, whales were frequently sighted, the seafood was abundant and there were many GYC boats around.

While I was unable to attend the Summer Cruise from Port Graves to Plumper Cove or the BC Day Cruise to Montague or Comox I understand they were thoroughly enjoyed by those who were there.

The Canada Day Cruise to Smuggler Cove attracted 17 boats which is an OK turnout considering the wet and windy forecast. After that *Tantramar* headed to Princess Louisa Inlet then on to Desolation Sound and the Broughtons. The weather was mostly perfect, I met up with a variety of GYC boats and I have only just returned home. I plan to be at the Labour Day Cruise to Newcastle Island which is followed by a Pub Night at Mahoney & Sons in False Creek on September 10th. I normally go by boat, anchor and spend the night. It is a different experience anchoring in an urban environment which I enjoy.

One of the things I observed when in the Broughtons was the number of marinas for sale or in distress. With the exception of Lagoon Cove and Sullivan Bay every marina is on the



Prawns in
Lagoon Cove.

market – Pierre's in Echo Bay, Kwatsi Bay, Jennis Bay and Greenway Sound are all listed. George Cambridge from Port Harvey Marina recently passed away and I believe it will be difficult for them to continue. Although busy, these places have a very short season and it must be a struggle to remain viable.

In my June report I suggested that we contact the Department of Transport and request that they rescind the regulation that requires pleasure boaters to carry emergency flares. My point was that with modern communications such as VHF radios and mobile phones, flares are no longer essential. Apparently, someone was listening because the regulations have now changed and **only 6 flares (instead of the previous 12) are now required as long as your vessel is equipped with a VHF radio or mobile phone.** I doubt it was my message that changed this regulation but I am happy with the result.



John Dixon, Commodore,
S/V *Tantramar*

Notes from our Council of BC Yacht Clubs Rep

The good work of the BC Marine Parks Forever Society continues. In Desolation Sound alone, 103 new stern tie pins have been installed over the summer.

President Bill Wilson reported that the recent accident in Tod Inlet, where a woman was seriously injured, exemplified the need for boaters to have proper liability insurance.

He also reported that Boating BC had indicated that there was a proposed 10% tariff on boats coming into Canada from the US – including inflatables.

George Creek, President of the Marine Parks Society reported that:

- The stern-tie program ran into a difficulty in Laura Cove as the local first nation claimed that the north shore had ancient cultural significance. The issue has been revisited with indications that the stern ties would be less damaging to that shore than people clambering up and tying back to the trees and rocks there. We await further developments.
- The recently purchased Harmony Island is in the process of being formally transferred to BC Marine Parks.
- The effort, now six years old, to make Burgoyne Bay on Saltspring Island's east side into a marine park has been terminated. First Nations are opposed to the suggestion.
- In the recently published 'Marine Strategy' by the province there is not one word about recreational boaters!
- Following the recent contribution of almost \$750k to the province for the Harmony Island the balance in the society's bank account is around \$500k.



Peter Lissett
S/V *Faem*

GULF SAILOR

Summer Cruise: Port Graves to Plumper, 2018

The voyage to Port Graves was moistened with a light rain but that did not deter six club boats from meeting at anchor.

Saw Lee Ah invited us all to appies upon arrival. We appreciated the enclosed cab in particular under the weather circumstances.



Gibsons during the afternoon to return with a Birthday Pie for the lone crew member of *Hypatia*.



The seas calmed for a good night's rest allowing for the planned "Crace" to Plumper beginning around 1000hrs Saturday. It was reported to the writer that *Saw Lee Ah* won the "Crace" with *Moondance* finishing second. The



writer has really no idea of what the rules really mean so reserves further comment.

Kewao passed with graceful ease with only a genny flying at one point. The wind was good for the voyage but made for a little more effort in docking. Hands on deck (the wharf) made the challenge more manageable. The boats arrived with enough time between them that most who docked had help. *Saw Lee Ah* dropped anchor and *Kwinnum* found a mooring buoy. *Kailani* arrived a little later from an earlier engagement.

We enjoyed the sunshine of the afternoon culminating in appies at 4 pm and dinner afterwards. Burgers were flipped and united with buns and potato salad. It was noted the burgers and buns of the west table seemed to be less black but the east side cook was not fired. Evidence of the potential acrylamides is apparent in the smoke of the attached photo.

The crew of *Kwinnum* had disappeared to



Deirdre and Fred Bain,
S/V Koinonia



It turned out that said crew member had a birthday that needed celebrating.



GYC Boats Attending

Hypatia, Kewao, Kailani, Koinonia, Kwinnum, Moondance, and Saw Lee Ah.

After another good night's rest and casual conversation on the wharf, each went their own ways, notably most under sail again.

GULF SAILOR

BC Day at the Comox Rendezvous...

August 3rd and it was HOT! By 4:00 p.m. on Friday, we had seven GYC boats tied to the Comox Harbour Authority guest docks. Much socializing ensued...

What a treat to see the GYC burgees trying to flap in the non-breeze. *Kwinnum*, *Christie Cove*, *Perspective*, *Naida*, *Koinonia*, *Willpower*, and *Mareel* were present on the dock, some boats starting their journey up the coast and some heading down. After a flurry of laundry and showers everyone settled in for the weekend.

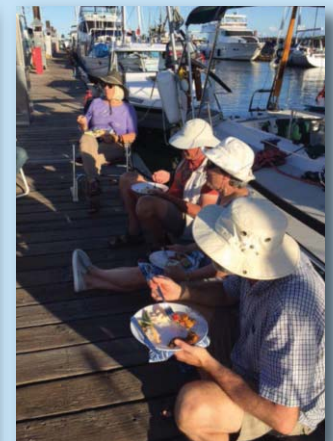


Chris Stangroom,
S/V *Christie Cove*



Saturday evening all 14 of us had an impromptu gathering on the dock for a delicious supper of roasted chickens, potato salads, green salad, coleslaw and Ann and Ken, *Naida*, brought a fabulous homemade Italian salad to augment the feast. Cookies and fruit for dessert capped off the supper. The dock has tables they will lend for such occasions – the down side is that the tables have to be returned by 8:30 p.m. so dinner was over early.

Fred and Deidre, *Koinonia*, had their granddaughter Anna and a very well behaved dog named Matty with them. Bruce and Adele, *Perspective*, went enthusiastically each day to the Filberg. Jamie on *Mareel* was starting his northern adventure heading to Port Hardy, and *Naida* crew was “doing the Filberg” on their way to Desolation. *Willpower* was heading home, *Kwinnum* hadn’t had enough of Desolation so were heading back up and *Christie Cove* was heading southward.



On the Sunday *Kwinnum*, *Koinonia*, and *Christie Cove* went for a dinghy ride down the river to Courtney – what fun! Many people were tubing and swimming in the warm river water. It was a highlight of the day. There is a new Pub near the bridge in Courtney and we all stopped and had a Burger and Brew.

Also, in Comox, a new tapas restaurant called Social has opened and a few of us tried it – tasty bites, great bar, big screen TV playing the movie *Jaws*. Fun, fun, fun. Worth a visit if you get there.

... and Montague Harbour Down South

August 4th and it was HOT AND CROWDED! By Saturday, six GYC boats were scattered all over the place and Lorraine had a hard time getting everyone in sync.



On leaving Princess Bay and our fellow sailors, Kurt and Wilma, *Knotsure*, George and I set off for an early Friday arrival at Montague Harbour. We were keen to greet Montague GYCers on their arrival. Alas, it wasn’t to be as we experienced a ‘slight’ engine problem between Portland and Morseby Islands. Two hours of perspiration and persistence had us back on track but with a late afternoon arrival. *Breeze*, *White Wolf* and *Charabanc* were settled in and followed by *Contender* and *Kewao* Saturday morning. Five boats and 11 people in total including Tom Shenton’s friend, Gary.



Lorraine de la
Morandière,
S/V *Hypatia*

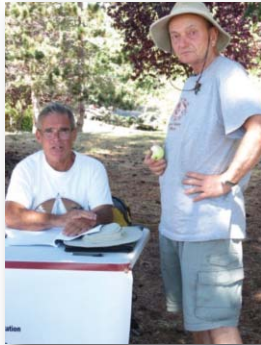
See overleaf for more.

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Suzanne getting the low down on Gogo Grannies while George takes over the Representational Voting booth for a while. Can't tell if Tom is convinced by his argument but others seemed to be.

To our surprise, Galiano Island offered its own Music Festival and Farmer's Market for the day, so several of us set off to do a little browsing accompanied by folk, blues and jazz. While Miles and Suzanne poked around the market stands, George got heavily into a discussion on Representational Voting. After lunch at the beer garden we awaited the Island Bus.



This t-shirt deserves special attention and admiration don't you think?



Apart from great Kiwi Lime Marmalade, Miles and I picked up a big bag of local 'Transparent' apples for \$2 which were delicious. By the end of the market they were giving them away!

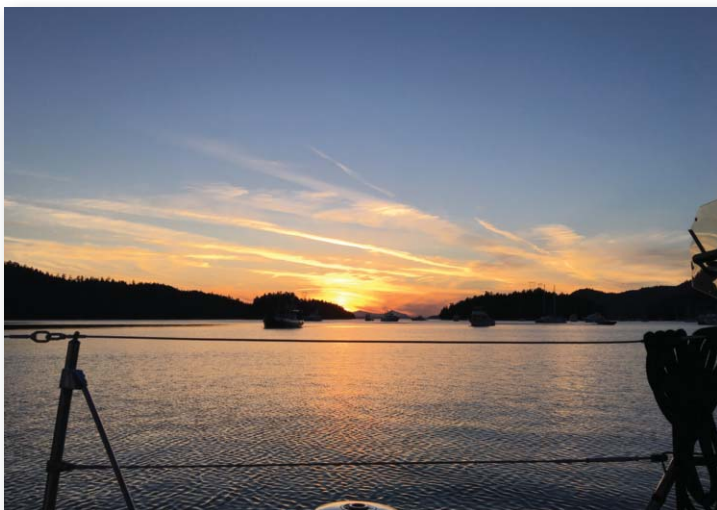


The sole island bus driver managed to get us back just in time for Happy Hour in the park. Delicious savoury appetizers, heavenly chocolates from Janet and refreshments completed a wonderful gathering at a shady park picnic table.

Tom and Jeanette departed Sunday morning while others walked trails, swam, or relaxed on board. We set out at five o'clock on Tom's Oh-So-Entertaining-Transit for the traditional dinner at the Hummingbird Pub. Pub tables filled quickly and meal delivery lagged. Refreshments flowed, however, and finally our delicious meals arrived. Amidst soap bubbles, hula hoop performance and sounds of Fats Domino's "Blueberry Hill" we boarded Tommy's Transit for our return to the marina.

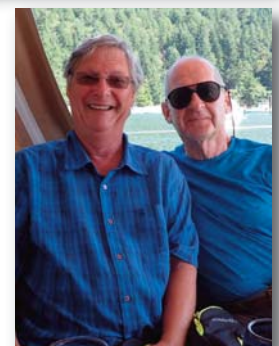


Our Montague event ended with yet another spectacular sunset and early sunrise departures Monday morning.



Note from the editor: Montague was stuffed to the gills when we arrived a couple of days ahead of the appointed time due to high winds approaching in the forecast. We got on an outer mooring buoy which we were glad of when gusts of 25-30 came roaring through and continued to blow the whole day. We watched as one fellow practically had a heart attack rowing back to his boat from the dock. By the time we noticed him he was hanging onto someone's boat to catch his breath. He waved he was fine when we called out asking if he needed help – but he wasn't! It took him 1/2 an hour of super intense rowing to make it to his boat. The wind subsided by the end of the afternoon and after that it was just a boiling hot, dirty water kinda place. Nice sunsets though, as this one by John and Janet from their vantage point across the bay testifies.

The morning that Janette and Tom had to leave Miles and I rowed over for a coffee and catch-up which is where we saw Janette's list of resolutions – many arrived at 'the hard way', like the one about



taking short cuts! The one about commitments hit home for us too and I suspect many of you will nod in agreement. We've had some really horrid sails because we had to be somewhere for somebody...else! I'd like to think I could keep that particular resolution.

GULF SAILOR

GYCers All Over the Charts

For those of you still not keeping in touch on Facebook, take a look at these photos from some of our members who do. It's a great way to hook up with others when you're 'out there'.

Dorothy sends greetings from new GYC Outstation!



"Commodore John rolled into Ballet Bay, his first time here, only to find us here, lol. Then the day John left, look who sailed in! Adele and Bruce and Brian and I agree that Ballet Bay should be our new outstation, lol. I later got stung by a wasp and had to deal with that for a few days – but that's another story."



Pat and Roy also enjoyed a quiet night there on *Sparkle Plenty*.

Kellay checked in regularly too.

Pendrell Sound was a bit smokey but that didn't stop everyone from thoroughly enjoying themselves.



Then it was off to the Copelands with *Kwinnum* leading the way through the fog (and smoke), followed by *An Affair*, *Sparkle Plenty* and *Tantramar*.

And this from Stewart
(our other CBCYC rep):

UPDATE ON STERN TIES

I just received an email from the contractor installing the stern tie pins and chain. In total, he has installed 103 pins and chains between the following locations: Copeland Islands, Roscoe Bay, Walsh Cove, Laura Cove, Tenedos Bay, Galley Bay, Grace Harbour.

And here's evidence of that: *Kwinnum*, *An Affair*, *Sparkle Plenty* and *Tantramar* all stern tied to those new pins and chains.



GULF SAILOR

A Regrettable Fact of Cruising Life: Holding Tanks

Where else but the boating community do you find the conversation over cocktails turns to...holding tanks? And this happened most recently at the Mexican Fiesta at Telegraph.

Our brains were picked by a couple of old hands on this topic! It's one of those: "Don't be afraid to ask the question. If you want to know, so does everyone else."

So how do you keep that holding tank in tip-top condition and not prone to giving off not-so-subtle whiffs?

When we bought *Transition*, we bought the poop with the boat!! The locker in the head was filled with anti-odor sprays, tank treatments, and toilet deodorizers. And nothing worked. That tank stank and was full of years of caked-on hardened solids.

In desperation, I turned to the Internet live-aboard forums to find a solution.

The MAGIC, and CHEAP formula is this:

- 1) **Never put toilet paper in the tank.** It contributes to the concretions.

Tip: Paper lunch bags, with the top folded over, will stand up on their own, are cheap and biodegradable. (And you can burn them on a beach if you're way up north burning garbage!)

- 2) **Add to empty tank every time: 1 cup Fabric softener and 1 cup laundry detergent.** Fabric softener makes the tank walls slippery so nothing will stick. Buy the cheapest – you know where it's going!

In our case, first we needed to clean the tank. So, out in deep water and with the deck hose rigged up, we poured in the fabric softener and detergent, then filled the tank with sea water, bounced the boat around through choppy water for a bit, then dumped the tank. We repeated this 3 or 4 times. It was obvious from the clearing of the effluent colour by the end of this stinky process that we could claim success in clearing the caked tank walls.

Then, with an empty tank, we added the formula by pumping it through the head.

To keep the holding tank at its best, when we return to the home dock, we fill up the empty tank with fresh water and the Fabric softener, detergent formula and let it sit until the next cruise. Out in deep water again, we dump the tank. Then pump the formula in for the next use through the head's toilet.

Once in a while, pump in a litre of bleach to kill stinky organisms. It's probably a good idea just before closing up the boat for winter.

Some of the forums advocate filling the tank with ice cubes and bouncing around out in the waves. However most deck filler pipes have traps and you can't get the ice into the tank.

One other tip:

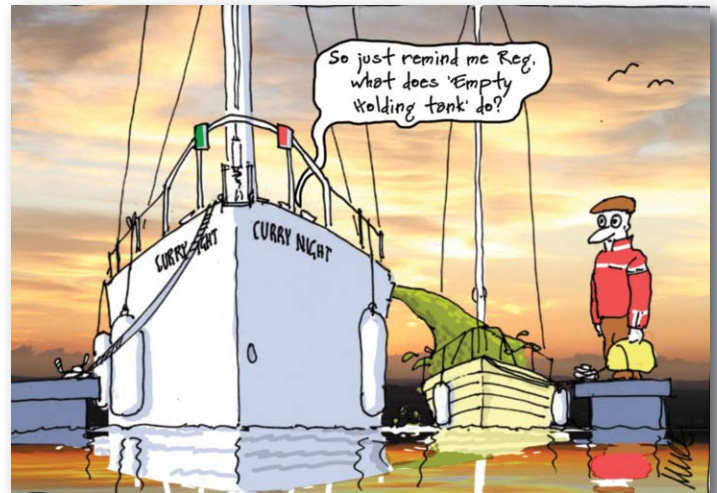
Concretions:

Exit hoses from the head, will, over time, become narrowed with a build-up of 'concretions', a mixture of salt water crystals and toilet effluent.

The solution to keep the lines running easily is to pump ordinary vinegar into the lines and let the vinegar sit in there overnight, or for days till the next use. The vinegar will dissolve the concretions and keep the hoses running easily.



Rae Sutcliffe
M/V *Transition*



Mike Mockford Cartoons: February 26, 2015

For a bit of a laugh on this subject, take a look at
*The Joys of Marine Toilet Maintenance -
The Holding Tank*

Article and photos by Chris Ayres, January 2012

Here's a brief excerpt to give you an idea of the tone of his piece:

We have approximately 18 pump-out stations in the entire East Coast of Australia of which nine are actually working. At a cruising range of 50 miles a day and not stopping, a normal couple on a yacht circumnavigating the 22,292km coast of Australia, would need a holding tank of 2,972 litres. Bit tight on a 36ft yacht, I thought.

http://www.afloat.com.au/afloat-magazine/2012/january-2012/The_Joys_of_Marine_Toilet_Maintenance_The_Holding_Tank#.W4HBQSMwi2w

GULF SAILOR

Freighters in the Gulf Islands

A few years ago I overheard a fellow sailor ask why we now see freighters at anchor in the Gulf Islands when this was not the case in past years.

No one involved in the conversation had the answer and it was left floating.

Chris Stangroom's article in May 2017, *Pave Paradise and Put Up a Parking Lot* was also expressing concern, especially after counting 26 ships, either in English Bay, the Gulf Islands parking lot, or on their way across Georgia Strait. John Dixon's May 2018 article on *The Secret Language of Ships* and our recent freighter sightings brought that question back ashore and prompted my investigation.



Lorraine de la Morandière
M/V Somerset

For quick reference, Vancouver Harbour Port Authority provides this short description of the ships you see moving about or at anchor in our waters.



Container ship – for containers used to hold imported consumer goods and machine parts and exported resources such as specialty grains and pulp



Cruise ship – These unmistakable "floating cities" are frequent visitors



Bulk carrier – for dry or liquid cargo, including coal and grain, which can be poured directly into the ship's hold



Automobile carrier – for Asian cars destined for Canada; known as a "ro-ro", for roll on-roll off



Breakbulk carrier – for cargo like forest products and steel pipes



Tankers – for oil, gasoline, canola oil and other such products, these ships have double hulls and require special tug assistance and other safety measures

I began my search by speaking with Ben Mabberley, President of Whaler Bay Harbour Authority and Director of the Capital Region District representing the Gulf Islands. Ben informs me that freighters have been anchoring in the Gulf Islands for many years but the number of vessels have increased. Add new anchoring spots off Saltspring and Valdes Islands, in False Narrows and Cowichan Bay and sightings of such freighters increase. (FYI: There are 34 anchoring locations in south coast B.C.).



Further online research indicates that greater export volume on the west coast has resulted in the use of anchorages on the "South Coast of B.C." (Area: Race Rocks, to south and north Gabriola bounded by Strait of Georgia and Vancouver Island). Ben stated that anchorage is designated by Port Authorities that have jurisdiction over their specific areas. This echoes my research, however, when port anchorages reach capacity, vessels anchor outside of port jurisdiction. Anchoring outside of port also happens if a vessel's anchoring-time exceeds limits. Finally, we see more of these freighters at anchor because the larger ships being used today cannot always fill their holds all at once and have to await additional shipments.

When asked of possible ramifications of increased traffic in the Gulf Islands, Ben commented that the dock at Spanish Hills

on Galiano had to have another anchor added and dock realigned due to deep cycle swells from freighter activity. He added that further solutions are being investigated. He could not comment on other damage along the south coast but a little more online inquiry shows that Transport Canada is looking at these possibilities. With this and other feasible issues in mind, Transport Canada designated Vancouver Fraser Port Authority to manage anchoring locations throughout the South Coast of B.C. rather than continue with the earlier practice of vessel Masters selecting an anchorage in consultation with a coast pilot.

This new method will allow Transport Canada to track management and study use of anchorages outside ports' jurisdiction, to look at environmental impacts including damage to moorings such as at Spanish Hills and throughout the South Coast of B.C.

There is much to be learned in relation to this question but, for now, I will leave this one washing along the shores with many more unturned stones.



#1 Athanassios, left, Bulk Carrier currently sailing under the flag of Marshall Islands. Tonnage 47,984 Summer Deadweight 87,447 tons, 229m, 37m Beam.

#2 Corona Victory, above, Bulk Carrier south of Valdes Island, sailing under the flag of Japan. Similar tonnage and weight.

GULF SAILOR

The further adventures of docking (and undocking) *Naida*

Many of you have observed my learning curve manoeuvring *Naida* in tight spaces. I am starting to feel mildly competent and fret less at the thought of getting in and out of marinas.

Yesterday we went into Lund to spend the night at the dock and I proudly spun *Naida* around in the slipway taking hardly more than a boat 1 length to do so. On leaving today we moved over to the pump-out dock and I repeated the manoeuvre to both have the waste outlet against the dock and be able to exit bow first.

As we cast off the lines I checked that the rudder was hard over to starboard and goosed the throttle to kick the bow out further past the boat tied up in front of us.

Odd ... the boat continued in a straight line. Well ok ... we still have enough clearance ... nicer to have more ... lets try again ... rudder still hard over, another touch of the throttle ... no difference. Hmm, can I turn the wheel the other way? AAayyy NO! Quick, check the wheel brake – ok it's off ... still can't turn the wheel either way! Throw it into reverse, stop our forward motion. Look around. Ok if we back up we can raft to the boat that was just in front of the pumpout or make it back to the dock.

Call to the people on the dock "Hello! We need some help here. I've lost steering!" They hop aboard the docked vessel and grab our lines. One clever fellow asks "Is your autopilot on?"

Of course I'm busy making sure our dinghy motor doesn't take off the BBQ of the docked boat and simultaneously imagining all the terrible things that might seize the steering. Once we are secure I pop into the cockpit and look at the autopilot control: it's innocently displaying "AUTO". Huh? One of us must have bumped it when moving around to dock at the pump out. Put it in 'Standby', and we are back to normal. Whew!

The Autopilot on *Naida* is a hydraulic pump and ram. There is no possibility of overcoming that ram with the wheel.

What luck to have someone standing there who has had the same thing happen.

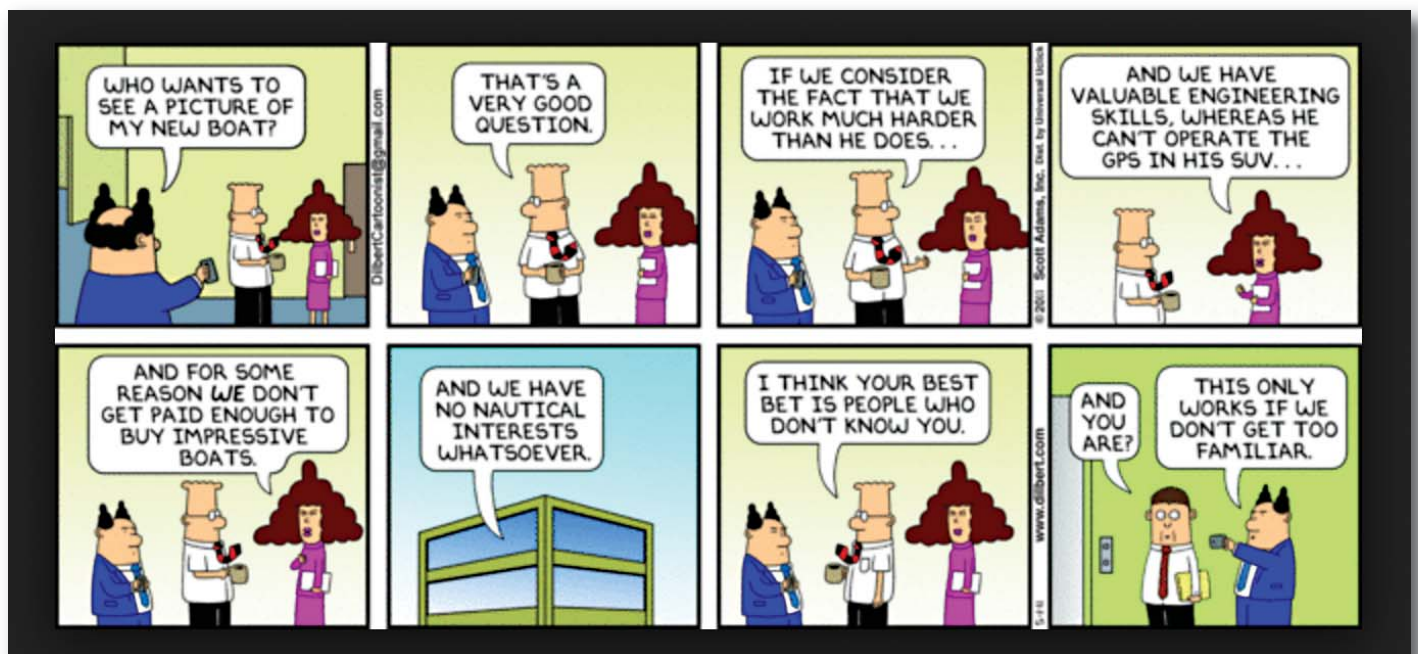
Lesson learned.



Ken Buckley and Anne Trudel
S/V *Naida*

Speaking of new boats, George and Lorraine have one too!

Unfortunately, due to circumstances beyond their control involving a reef (neither George nor Lorraine were anywhere near the wheel and were not driving at the time so neither are available for Paddle nomination), the new boat is not going to be at Newcastle for us all to inspect. But when she does come out to play, *Somerset's* bottom will be the envy of the GYC fleet and better than ever. Here's a little cartoon for them to enjoy – us too, even though we don't have a new boat. Just saying...



GULF SAILOR

Norm Ross: A Lifetime Passion for Sailing



Doug Macleod
S/V Willpower

One sunny May morning, I chatted with Norm Ross at the galley table of his Willard 30 motor vessel, *Rogue Wave*. Light burst through large cabin windows, highlighting the brightly varnished, yellow cedar walls. Norm had spent over 100 hours refinishing the interior. He's been messing about in boats for decades, earning a reputation as a meticulous craftsman and a skilled mariner.

He was drawn to the water at an early age. His mother took Norm, his sister and other neighbourhood children, to Second Beach in Vancouver. The kids pushed a log into the water

and scrambled onto it. "That was our first boat" laughed Norm. He began his formal boat building in high school woodworking class by constructing an eight-foot pram dinghy with a bedsheet sail. That was the start of a boat building and carpentry passion for Norm that has lasted to this day.

Boat Building

While still in high school he built a hydroplane with an 18 horsepower Johnson outboard and "roared around English Bay." Boat building continued after graduation when constructed a 12 foot run-about. With the help of a friend, Norm launched from Second Beach and the boys sped to far off destinations like Bowen Island. There was more than boating on the mind of young Norm. He and another good friend from high school, named Bruce, decided to buy to a small cabin cruiser "so we could take our girlfriends out."

Norm and Bruce began their search for a suitable motor cruiser, but lucky happenstance turned them to sailing. In 1960, they accompanied a friend to Fisherman's Cove in West Vancouver to check out a hard chine, plywood, Huntingford 23 foot sailboat that was for sale. As it turned out, their friend wasn't interested but Norm and Bruce fell in love with the little sloop. They paid \$750 for the boat and christened her *Duck Sloop*. Though she was small and at times Georgia Strait waves seemed very big, with *Duck Sloop*, Norm and Bruce began to explore the British Columbia coast.



Norm in the early 60's on Duck Sloop

The Gulf Yacht Club in the 60s

Duck Sloop was moored at the West Coast Salvage docks, later known as Burrard Civic Marina. These rough and ready docks were covered with loose planks and sailors who moored there were known as wharf rats.

In 1965, Tony Swain handed out notices, advertising the formation of a new yacht club. The goal was to create an affordable association for cruising sailors with no clubhouse or docks to support. Forty sailors, including Norm and Bruce,

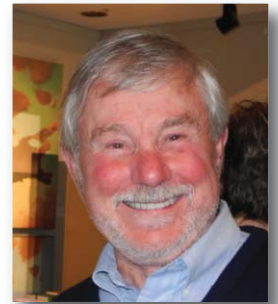


Norm on Duck Sloop in 1966.

met at Peter Bold's Dance Studio. By the end of the evening the Gulf Yacht Club (GYC) was born.

Norm and Bruce felt they needed a new sailboat to join the new club, so they sold *Duck Sloop* for \$1,500, double the original purchase price. They used the money for a down payment on a new Seahawk 24 being manufactured in Steveston. The boat was supposed to be completed in March of that year, so the boys could sail her on the GYC qualifying cruise to Pirate's Cove at Easter. Frustrating delays at the manufacturer forced them to launch in July so they missed the inaugural cruise.

They christened their new sloop, *Kariel*. Norm had a girlfriend named Muriel and Bruce's girlfriend was Karen, so they combined the names to produce *Kariel*. Finally, after months of waiting Norm and Bruce made a GYC qualifying cruise in August 1965. They flipped a coin to see who would register as skipper. Bruce won and became Gulf Sailor number 27. Norman completed his crossing two months later and was awarded number 28. Norm sailed *Kariel* for 11 years, buying Bruce's half ownership in the process. He sold his faithful sloop for \$8,500. "In those days you could sell a sailboat for a profit," Norm said with a smile.



Norm Ross
M/V Rogue Wave



Kariel and Past Commodore Barry Devonald's Shark 24 anchored stern to stern in Smuggler Cove.

GULF SAILOR

A new boat in the 70s

In autumn of 1976 Norm bought a Fraser 30, bare hull, produced by De Kleer Boat Works. It was the beginning of a love affair that would last 31 years. In the spring he began building his new sailboat from a bare hull. Norm laid a deck, erected a mast and rigging, installed an engine and electrical system, and lovingly finished the cabin interior with mahogany and red cedar.

Two house moves and six years later, *Diamond Wave* was launched in October. *Diamond Wave*, with its sturdy white hull and blue topsides, was a mainstay of Gulf Yacht Club cruises for over three decades.



Sailing adventures

In the 1960's, when Norm joined the Gulf Yacht Club, marinas were not the common destinations that they are today. A popular spot was West Bay on Gambier Island, where GYC boats tied to log booms. This option sometimes caused

inconvenience when tugboats tooted their horns at 5:00 in the morning to rouse sailors from their beds in preparation for moving a log boom. Most of the time the GYC fleet enjoyed undisturbed weekends. "We hiked all over the island."

Pirates Cove, on De Courcy Island near Nanaimo, held special significance because this anchorage was the destination for the inaugural Gulf Yacht Club cruise in 1965. It was the scene of parties and sing-a-longs. Here boats often tied together, side by side, to create rafts of 15 to 20 vessels. Norm boasted that one time two sections of a raft were separated by a narrow gap. He maneuvered *Kariel*, under sail, through the gap, turned, and sailed back to the empty space to hook onto the boat on either side and complete the raft.

There were few dinghies in the early days of the GYC, but boats were smaller, usually, 18 to 26 feet. Sailors attached anchors to the stern and ran a shoreline from the bow. To get off the boat, sailors pulled on the bowline, bringing the boat close to shore and hopped onto the rocks.

Norm recalled, "In those days we sailed more. That's what it was all about. We didn't care about getting somewhere fast. We just wanted to sail." He often sailed off the government dock in Snug Cove and all the way to a log boom in West Bay on Gambier Island without using the motor.

Wild night in Pirates Cove

Norm described one wild night in Pirates Cove in 1976, during what has been referred to as 'the big windstorm of the 1970's'. Norm, his wife, Anneliese and their infant son Darren were guests on Dan and Elaine Dove's Alberg 30. After being ashore for the evening, GYC sailors returned to their boats near midnight. There was a strong breeze from the south east, so they decided to split the raft. Twenty minutes after settling down for the night, the wind shifted to the north west and began to blow hard, right through the entrance to Pirates Cove. Everyone hopped out of bed and scrambled to face the threat. Some boats made it through the narrow entrance to safer water, but most stuck it out inside the cove. They lengthened their anchor rode and started engines to push against a wind that had increased to 60 knots. No one slept that night. Four-foot white capped waves marched through Pirates Cove, battering the vessels at anchor. Several boats were swept onto the mud flats at the south end.

In the morning the wind had abated slightly, Dan and Norm attempted to motor out of the cove. However, the anchor could not be raised from the bottom where it had worked its way deep into the mud. Dave and Norm became exhausted and gave up, thinking they could try again later, hoping that the wind would continue to ease. Breakfast, below in the cabin, seemed like the only sensible thing to do. Their effort to dislodge the anchor caused it to loosen because it began to drag just as the famished crew settled

down to a well-earned meal. Back on deck Norm and Dan saw that they were drifting sideways towards another boat. With the engine roaring they just avoided a collision but their maneuver caused them to be blown onto a reef. The keel slammed into hard rock, forcing the boat to lean towards the shore. The hull bounced higher up the rocks as successive waves broke against her side.

Norm was terrified for the safety of his wife and infant son. GYC'rs were quick to the rescue. A dinghy came alongside and despite the pitching waves Anneliese and Darren scrambled off Dan's stricken boat and were taken to safety ashore. Another GYC dinghy attached a line to the main halyard and ran an anchor to the middle of the cove. Using a winch, Dan and Norm successfully pulled the boat back to an even keel and after much heaving they were dragged off the rock. The boat was free and afloat, but Norm's wife and son were now on the dinghy dock near shore. The wind was still strong and the entire anchorage pitched up and down. Dan swung the boat alongside the dinghy dock. Tony Swain passed the baby to Norm and Anneliese jumped from the dock onto the sailboat's heaving deck. The skipper pushed the throttle to full speed and motored through the narrow, rock lined, entrance to Pirates Cove and on to Degnan Bay, two miles away. "We had been up all night don't forget," Norm pointed out. After securing the anchor the crew fell into their bunks and were soon asleep. "We motored home the next day in dead calm, not a breath of wind."

GULF SAILOR

Happy memories

Happy memories of sailing with the Gulf Yacht Club more than compensate for the frightening episode at Pirate's Cove. Norm, at the helm of *Kariel*, was part of the GYC fleet that welcomed the *Kaiwo Maru* to Vancouver. "It was wonderful to see the ship coming over the horizon in full sail." The Japanese crew hosted a private party aboard the *Kaiwo Maru* for the GYC'rs who had greeted them. The following day Gulf Yacht Club sailors took Japanese sailors out on their boats for a tour of the harbour and English Bay.



Norm recounts many more memories. Until 1990 boats gathered at West Bay on Gambier Island after Sailpast. Members always wore dress whites, jackets and hats. The party spread out on the log booms. Norm remembered that "Everyone fell in at least once." Originally members went out and caught the salmon for the Gulf Yacht Club Labour Day barbeque. Norm and another dedicated GYC'er, Phill Little, would arise at 5:00 in the morning to go fishing for the club dinner. The practice only lasted a few years. After the two fishermen came back empty handed several times, the club turned to Mary Swain, a well known West Vancouver fishmonger, to supply commercially caught salmon for everyone's supper.

Like many others, Norm described camaraderie and friendship as the main reason he loves the Gulf Yacht Club. "I've had close friends all through these years. We've lived for the club and the people. I've been on the executive in almost every position, commodore for a year, treasurer, staff captain."



Rogue Wave

In 2014 Norm and his wife Gladys cruised their beautiful sailboat for the last season. Here she is attending Sailpast under dramatic clouds and a fresh breeze.

Diamond Wave was sold and replaced by *Rogue Wave*, a Willard 30, motor vessel. Norm said, "My passion, life long, has been sailing." Though now powerboaters, their dedication to the Gulf Yacht Club has not diminished and they continue to enthusiastically attend cruises, chatting with friends and enjoying activities.



At an early age Norm discovered the wonder of cruising our British Columbia Coast and made it a lifetime passion. He was one of the original sailors who met at Peter Bold's Dance Studio over half a century ago. Norm has worked to make the Gulf Yacht Club the success it is today and has been rewarded with friendships that have spanned decades.

GULF SAILOR



Minutes

of the Special General Meeting,
April 9, 2018

The meeting was called to order at
21:00 by Commodore Dixon.

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

Business arising from the Minutes of the previous meeting

- None identified.

REPORTS OF OFFICERS:

Executive Officer –

- Pat presented Robert Sincus with his new member package
- 3 GYC burgees are available
- 34 members were present

Treasurer –

- The bank balance is \$12,023 with no outstanding bills.
- The GIC of \$4,047 has been renewed at 2% interest.
- Phill Little has completed an audit of the books and reported that there were no apparent issues and everything added up.

Secretary –

- No report as Chris is away.

Fleet Captain –

- Re: the Summer Cruise, Klaus reported that 6 boats were at Port Graves and 7 at Plumper. Friday night appetizers were on SawLeeAh. It was George Bamford's birthday and Cam and Maryanna motored to Gibsons in their dingy and bought an apple pie which they decorated with sparklers and presented to George at the BBQ whilst everyone sang happy birthday.
- Re: BC Day. GYCers will be in Comox or Montague. Labour Day is at Newcastle
- Please get in touch with Klaus if you wish to volunteer to help at any of these events.

Staff Captain –

- September 10 is pub night at Mahoneys where we will get a 10% discount. Thanks to Robert for arranging this. Commodore Dixon is encouraging all to come by boat.
- The presentation at the Oct 1 general meeting will be: The Harbour Authority Association of BC.

Vice Commodore –

- A reminder that the Awards Dinner Dance is Saturday November 17. Once again we are holding it at the RVYC (Royal Vancouver Yacht Club). Those who attend have always enjoyed this venue: dinners have been excellent and the band has been great. It now costs our club approximately \$120 per person for this event.

Executive Officers Present:

Commodore	John Dixon
Vice-Commodore	Dar Farrell
Fleet Captain	Klaus Reiniger
Staff Captain	George Bamford
Hon. Treasurer	Chuck Spong
Executive Officer	Pat Costa
Signals Officer	Martin Pengelly
Past Commodore	Andreas Truckenbrodt

Absent:

Hon. Secretary	Chris Stangroom
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For the past few years the club has been charging attendees \$75/ person. This year the executive has decided that the cost will be \$85 per person. The club continues to pay some but not all the cost.

- We have explored other venues but none have matched the RVYC. They are all equally or more expensive without the surroundings. Tickets will be available at the Newcastle rendezvous and after..

Past Commodore –

- No report.

Signals Officer –

- Martin will arrange to have rosters mailed out to those who have not yet received them.

Gulf Sailor Editor –

- No report but please send articles

Council of BC Yacht Clubs –

- Peter Lisset gave a detailed report which will be included in the newsletter, p.3.

Commodore –

- Next General meeting will be Oct 1

Business Arising from the Reports – • None identified.

NEW BUSINESS:

- Andreas presented changes to our constitution and bylaws as required by the New Societies Act. These were in the Gulf Sailor Issue 6 (May 2018) and Issue 7 (June 2018)

Motion: We adopt the new constitution and bylaws as presented.

- Chuck Spong seconded the motion.
- Question was called.
The motion was carried unanimously

Meeting adjourned

Minutes prepared and respectfully submitted by Darlyne Farrell, Vice Commodore.

