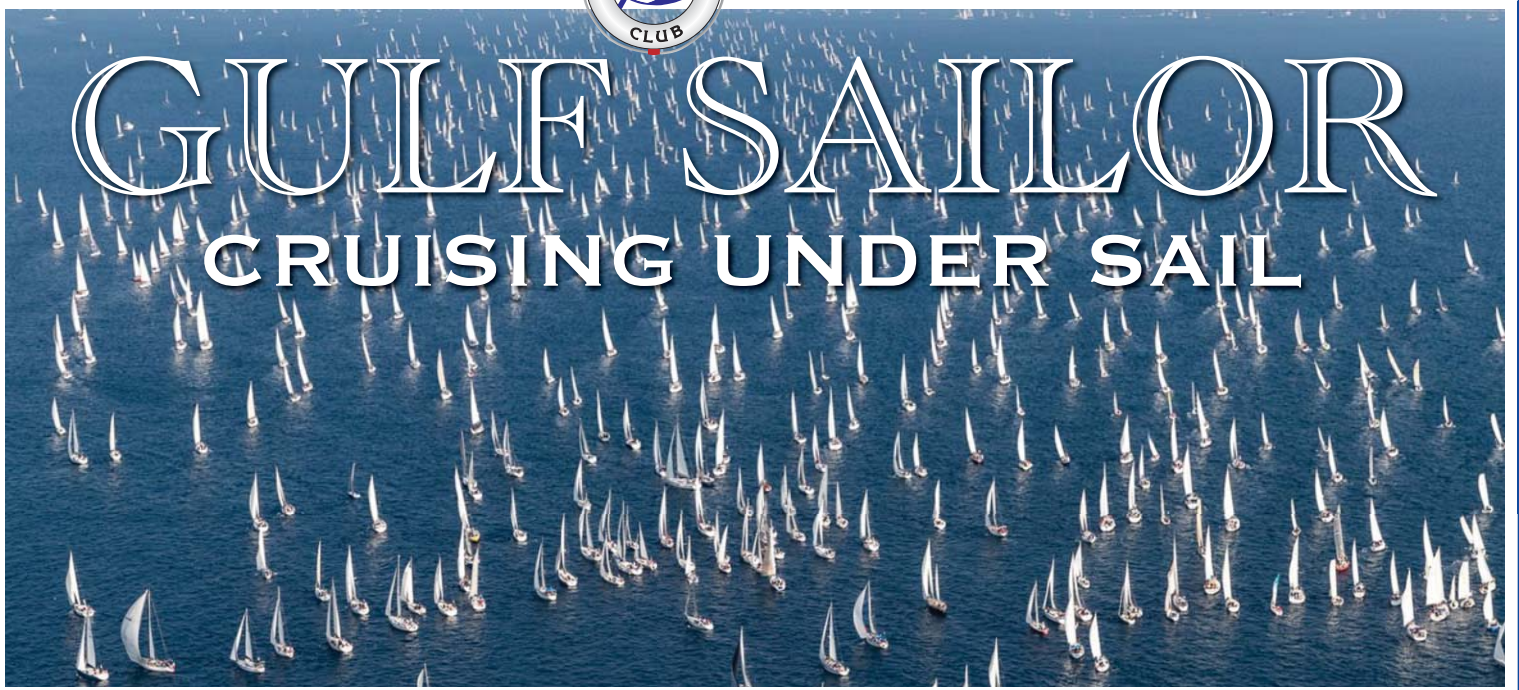




GULF SAILOR

CRUISING UNDER SAIL



Does this get your attention? Check out the why's and where's of this gathering on p.11. Ed.

Well, that went by quickly, or is it just me?

Summer went by in a flash and now we're getting the boat ready for winter. Things to remember: check your winter mooring lines; test the automatic bilge pumps; ensure cockpit drains are clear; secure sail and other covers; close sea-cocks; turn off all fuel sources and top up diesel; drain outboard fuel tanks; and **importantly, empty your holding tank.**

Then there's the ever tricky and hotly debated issue of how best to approach winter ventilation to keep the musty smells at bay. We have installed a dehumidifier but it's quite expensive to run and is the size of a small beer fridge (heavy and awkward). Other people swear by theirs but I'm still not convinced it does the best job ever. Tips welcome.

This time of year, reports from our officers are few and far between but the Commodore weighs in with impressive stats from his logbook. We have two Rendezvous Reports – **Rae** covered Newcastle for us and **Berni**, Canada Day. Thanks to Lorraine and Andreas for their photos.

Then we get to know **Lorraine's George** a bit better, in number five of her series. **Andreas**, new member **Glen Mitchell** and **Stewart**, our CBCYC rep, all recommended articles of interest and import. And I came across a couple as well, one quite amazing report of what is billed as **the largest sailing regatta in the world!** Imagine trying to organize the potluck for that Klaus.

This will be the last newsletter before the **Awards Dinner** – I hope we'll be seeing many of you there. Make sure to check Dar's reminder – you've got until November 12th to reserve a place. If you are new to the club please be sure to give it a try – the Battle for the Paddle is worth it alone but the dinner is excellent and the company excels, of course.

Suzanne Walker, Editor S/V White Wolf



NOVEMBER 12

Whither goest the Maritime Museum?



Joost Schokkenbroek,

Executive Director of the Vancouver Maritime Museum. Joost will discuss the history and current operation of the museum and share his vision(s) for the future. Having been the landhome of the GYC for so many years what Joost has to say really matters. Make sure to be there.

Continued p.2 Staff Captain's Report

GULF SAILOR

Staff Captain's Report



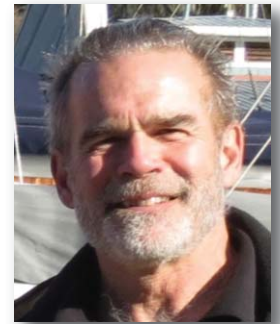
Dr. Schokkenbroek holds a PhD in maritime history from Leiden University. He began his museum career in 1988 at the Kendall Whaling Museum in Sharon, Massachusetts, USA. Since that time Dr. Schokkenbroek has been affiliated with Het Scheepvaartmuseum (The Dutch National Maritime Museum) in Amsterdam for over 26 years. His last position was as Chief Curator.

He also held the professorial position of Chair of Maritime History and Maritime Heritage at Vrije Universiteit in Amsterdam.

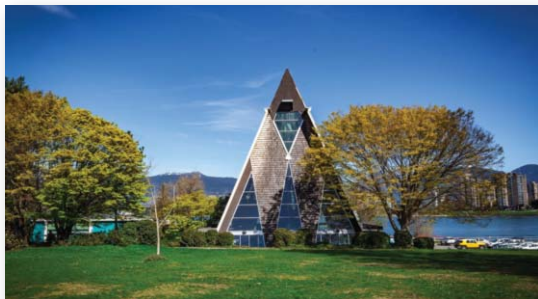
Serving both the (maritime) museum world and academia Schokkenbroek has built bridges to bring these two separate worlds a bit closer together.

Schokkenbroek has published profusely on whaling history, the admiralties in the 17th and 18th centuries, the Dutch East and West India Companies, maritime art and artifacts, and on the maritime history between the Netherlands and the Baltic. He has also published on artifacts, museum collections and material culture in general and their importance as sources for historical research.

Joost has said he wants to build partnerships with those involved in researching, interpreting and preserving British Columbia's nautical heritage.



George Bamford,
Staff Captain,
S/V Somerset



Make sure to get into your seats early as the presentation will be given before the usual business meeting takes place.



Photos courtesy of the Vancouver Maritime Museum.

NEW! Sea Shanties at the Xmas Sing-along

Something new this year at our Sing-Along: the Lazy Jacks will be joining us. So with Ron (Vandergaag) playing the keyboards, and Chris (Stangroom) leading the choir it will be a great evening.



The Lazy Jacks Shanty Crew is an "unprofessional" (amateur) group of singers and musicians who enjoy singing sea shanties and sea-themed songs together. While the Lazy Jacks will sing for us, they prefer to sing *with* us, and consider

themselves as instigators rather than performers. A bit like our very own Chris don't you think?

And don't forget that Doug Barnett's famous Gluhwein will be served to help wash down all the goodies.

GULF SAILOR

Executive Officers 2018

Commodore: John Dixon
Tantramar
Vice Com: Darlyne 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

After all the great October weather, winter is now near and with that comes boat hibernation. All the cruising gear, sails, dinghy, etc have been schlepped home for storage and *Tantramar* is under a tarp. I know that some hearty folk in our group continue to sail in the winter but I am not one of them.

Like many migratory creatures I have found my way south and will be away for the November General Meeting and the Annual Awards Dinner Dance. Sorry to miss these events but will be back for December.

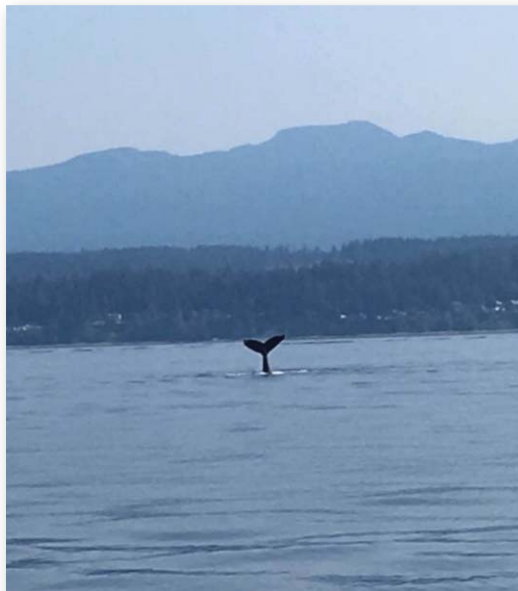
Now that *Tantramar* is laid up for the winter I have been reviewing the log book. 2018 was the best ever boating year for me with trips to the



Broughtons, Desolation Sound (twice), the Gulf Islands (5 times) and the San Juans. *Tantramar* and I covered almost 2,000 miles and crossed the Strait 13 times. Much of this cruising was in company with other GYC boats which made the summer immeasurably better and for this I am thankful.

Some of my most memorable times were at anchor with small rafts of other GYC boats, the GYC rendezvous, and of course just being on the water with friends.

Humpback diving in Malaspina Strait, 9_18.



John Dixon, Commodore,
S/V Tantramar

Awards Dinner Dance, Saturday November 17th

It's looking like a fun evening with presentations of well-earned awards, a delicious menu and great music. Not forgetting the awarding of The Paddle.

Just a reminder that the main course is tenderloin steak. If you do not eat meat please let me know that you wish to have the salmon alternative. Also, if you have any allergies, please let me know.

Email me at dar.farrell@gmail.com by **Monday November 12.**

One of the highlights of the night is The Battle for the Paddle. This is the award for the person who has been deemed to have made an error in judgement. So beware! It could apply to you. If you know of anyone who may be a candidate for this award, come prepared to present your case and if you think you might be nominated be prepared to defend yourself. It's all good fun and good humoured, so no need to be quaking in your boots.

Looking forward to seeing you on November 17



Dar Farrell
S/V Saw Lee Ah

GULF SAILOR

Labour Day Cruise, Newcastle 2018

You will find all the boats in attendance have been captured by our scribe, Rae, who was seldom without pen in hand on the weekend.

On a Beautiful Day, Taeko IV Breeze'd through a 2nd Chapter to get a better Perspective. Having lost her book, Catherine Rose had a Tantram(ar).

Sea Vixen, who is Forever Young, took a Snapshot, but was Knotsure if it was Hypatia, which has Gone with The Wind.

A Trooper called Koinonia was a Contender for An Affair with a Kiwi Kruza when riding a Charabanc.

A Rogue Wave caused a Transition to Fast Forward when Kewao and Kerrisma did a Moondance around Kwinnum and Kailani.

Windstrel, being at the end of the alphabet, came last.



Rae Sutcliffe
M/V Transition



We all – members, grandkids, families and guests – had a super time all weekend. We did miss a few key members; so, guys, sorry you didn't make it. Docks were crowded, some boats arriving as early as Monday and Tuesday to secure a space. Impromptu Dock Parties passed the time. (We're going to have to invent pre-event events to fill the time!)

Saturday

One of the famous GYC Happy Hour feasts began the weekend on Saturday evening. No need for dinner that night!



Sunday

Events kept us busy-busy. Coffee and muffins started the day, followed by squeezing in a few more boats when space became available. All hands were on deck helping to wedge *Sea Vixen* in front of *Moondance* and *Perspective* after Ron heard that some spaces were coming available on Sunday morning so some of those at anchor could get a space.



Kiwi Kruza skipper and guest crew 'busy' relaxing before gearing up for the afternoon's games.

GULF SAILOR

Sunday Games: First up George's Geo-Cache Challenge

This challenge included an elusive Station 3, which had (somehow) migrated to the beach! George's diabolical test questions engendered enthusiastic debate amongst the four teams. The **Commandos** came in first place with a score of 8 out of 10 correct answers.



Egg Toss:

Predictably messy, was won by **Rick and Terry**.
(**Nicholas's** amazing egg survived the most hard landings).

Bucket and Sponge:

Team 5 came 1st with 6500mls of water surviving in their bucket.

Welly Toss: Winners: Kids – **Scarlett**; Men – **Darren West**; Women – **Terry**

Coin Toss: **Jill and George** were the most accurate.

\$79 will be donated to the Disabled Sailors Association

Kayak Races:

Kids: 1st **Griffin**, 2nd **Spencer**, 3 and 4, **Kaitlin and Jacob**



Kiwi Kruza's guest wins the white wine bottle toss!



Lorraine's notes: Left, the winner of the Kid's Race: Griffin, in the blue kayak. Rick (Wilma and Kurt's son-in-law) won the men's race.

Salmon Dinner:

The BBQ'd salmon was absolutely wonderful. **Bob** and **Phill** did a fantastic job, aided by enthusiastic volunteers. Sixty-seven people sat down to a great dinner.



A big thank you to Lorraine for all the photos you see here. I wish she had a photo to illustrate her sail back to Vancouver with Liz and Klaus: "We started out in quite the blustery wind and waves. Klaus was heeled over a long way at first but tapered off once beyond the end of Newcastle. From there, we had a wonderful sail that culminated in whale sightings in Queen Charlotte Channel just off Bowen Island. That's a first for me to see it blow off steam and raise its tail." See John Dixon's photo, p. 3, for just such a shot.
Thanks for letting me know what I missed! (Ed.)

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'.

Toolik wintering in Alaska



UPDATE ON LARRY AND ELIZABETH

We had fantastic weather and took five weeks from Thetis Island in May to Alaska end of June. We were sorry to miss you, GYC friends, at the Newcastle rendezvous last weekend.

Our consolation was the exceptional sunny weather and hiking up to the autumn treeline on a trail just behind the docks near Juneau. *Toolik* will winter over here with Larry and Elizabeth coming and going. We plan to take *Toolik* out to nearby coves as weather permits this winter.

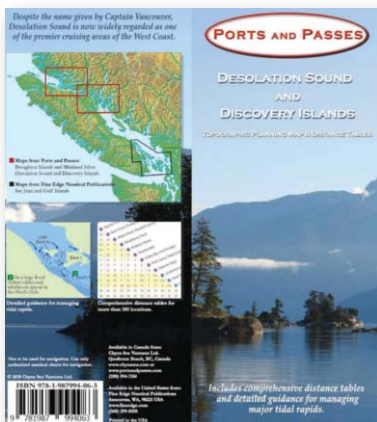
We hope to return to BC next summer.

See you then!



Desolation and Broughtons Planning Maps

By popular demand, Kevin Monahan, author of *Local Knowledge* and Editor of the *Ports and Passes Tides and Currents* guide, has developed two new maps for cruising.



The two maps are; *Desolation Sound and Discovery Islands*, and *Broughton Islands and Mainland Inlets*.

On the front face of each is a detailed topographic planning map and on the back are extensive distance tables and valuable local knowledge of the tides and currents for each area. Both are valuable resources when cruising these challenging and beautiful areas. "Desolation Sound and the Broughton Archipelago are two of the most popular cruising areas in the Pacific Northwest. For many, a cruise to these areas is the dream cruise of a lifetime. With our new maps you can cruise these areas while taking advantage of our expert local knowledge," said Monahan.

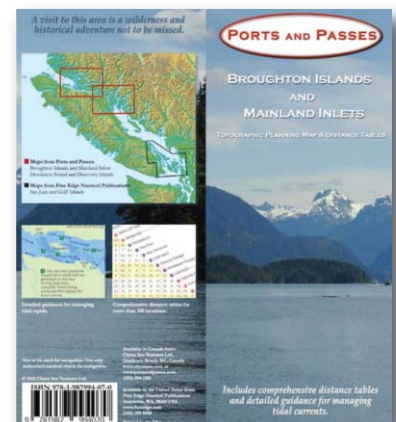
The maps clearly show all the most popular towns, settlements, and waterways. The back of the map includes detailed guidance using diagrams, detailed maps and tables for managing the challenging tidal currents in Johnstone Strait, Seymour Narrows, the triple rapids of Yuculta, Gillard and Dent Rapids and others. On each map, distance tables show the mileage between more than 100 separate locations, for easy reference. Both maps are a valuable planning tool when visiting and cruising these areas.

The maps are available folded, or flat and rolled for hanging on the wall. They are 24"x36" and printed on Hop-Syn waterproof paper. Both are \$18.95

The maps are available in the US through WaggonerGuideBooks.com and in Canada through www.PortsandPasses.com.



Andreas Truckenbrodt,
Past Commodore,
S/V *Beautiful Day*



GULF SAILOR

USCG: Marine Safety Alert

Safety alert concerning LED lighting! Potential interference of VHF-FM Radio and AIS Reception. *August 15, 2018 Safety Alert 13-18, Washington, DC.*

The U.S. Coast Guard has received reports from crews, ship owners, inspectors and other mariners regarding poor reception on VHF frequencies used for radiotelephone, digital selective calling (DSC) and automatic identification systems (AIS) when in the vicinity of light emitting diode (LED) lighting on-board ships (e.g., navigation lights, searchlights and floodlights, interior and exterior lights, adornment).



Glen Mitchell
S/V Tucana



Radio frequency interference caused by these LED lamps were found to create potential safety hazards. For example, the maritime rescue coordination center in one port was unable to contact a ship involved in a traffic separation scheme incident by VHF radio. That ship also experienced very poor AIS reception. Other ships in different ports have experienced degradation of the VHF receivers, including AIS, caused by their LED navigation lights. LED lighting installed near VHF antennas has also shown to compound the reception.

Strong radio interference from LED sources may not be immediately evident to maritime radio users. Nonetheless, it may be possible to test for the presence of LED interference by using the following procedures:

1. Turn off LED light(s).
2. Tune the VHF radio to a quiet channel (e.g. Ch. 13).
3. Adjust the VHF radio's squelch control until the radio outputs audio noise.
4. Re-adjust the VHF radio's squelch control until the audio noise is quiet, only slightly above the noise threshold.
5. Turn on the LED light(s).
 - If the radio now outputs audio noise, then the LED lights have raised the noise floor. (Noise floor is generally the amount of interfering signals / static received beyond the specific signal or channel being monitored.)
6. If the radio does not output audio noise, then the LED lights have not raised the noise floor.



If the noise floor is found to have been raised, then it is likely that both shipboard VHF marine radio and AIS reception are being degraded by LED lighting.

In order to determine the full impact of this interference, the Coast Guard requests those experiencing this problem to report their experiences to Coast Guard Navigation Center¹. Select "Maritime Telecommunications" on the subject drop down list, then briefly describe the make and model of LED lighting and radios effected, distance from lighting to antennas and radios

effected, and any other information that may help understand the scope of the problem.

This Safety Alert is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirement. Developed by the U.S. Coast Guard, Spectrum Management and Telecommunications Policy Division. Distributed by the Office

Distributed by the Office of Investigations and Analysis. Questions may be sent to HQS-PF-fldr-CGF-INV@uscg.mil.

GULF SAILOR

Canada Day Highlights

Canada Day was not as well attended as usual – undoubtedly due to the inclement weather and a grim forecast which did, indeed, bring some challenges to the anchorage.



By Friday, only a few boats had arrived and were rafted near the entrance to Smuggler Cove but more came the next day and most rafted up in usual GYC Canada Day fashion. There was a great variety of appetizers and everyone went back to their boats for dinner.

NOTE: The weather was cool and the mosquitoes were fierce.

On Sunday, the sun peaked out at 11:00am and everyone enjoyed a sunny morning and early afternoon of walking, kayaking and enjoying the scenery. The rain held off until the late afternoon which resulted in a delayed start to the evening barbeque. Sleep did not come easy to some of the rafted boats in the evening.

NOTE: The wind was strong blowing into the entrance of the cove.

The next day Andreas was fortunate to retrieve two fenders that were dislodged during the storm. We sang happy birthday to Phill Little. After goodbyes, we were all off on more summer adventures.



Berni Edmonds
S/V Kiwi Kruza



14 Boats in attendance: *Kewao*, Tom Shenton; *Moondance*, Klaus and Liz Reiniger; *Rogue Wave*, Norm and Gladys Ross; *Naida*, Ken Buckley and Anne Trudel; *Sparkle Plenty*, Roy and Pat Costa; *Kiwi Kruza*, Bruce and Berni Edmond; *Showtime*, Tony and Barb Boardman; *Beautiful Day*, Andreas Truckenbrodt and Cristina Pow; *Willpower*, Doug and Mariette Macleod; *Forever Young*, Phill and Nancy Little; *Spiritus II*, John and Karen Laing; *Taeko IV*, Geoff Stevenson and Sally Christie; *Tantramar*, John and Terry Dixon; *Reality*, Robert Sincus



A big thank you to Andreas for all the photos you see here. As Berni notes, strong winds wreaked havoc in the anchorage and made for a worrying night. The storm clouds and the threat of heavy rain showers, above, sent folks scurrying to their boats.



GULF SAILOR

Beyond Sailing: Getting to know George...

What do YOU do when you're not sailing? Lorraine wants to know and wants to let other GYC members in on the secret. Here's the fifth in her series about someone close to home.

Members sailing off in different directions over the summer and myself in 'drydock' for a health overhaul made it difficult to obtain input from members for a couple of months. So with cupboards bare, I decided to tell you about George and his interest in all things miniature. Here's his story, in his own words...



"One of my pastimes outside of sailing is model making.

It's a hobby that offers the same challenges and rewards involved in building something large scale but without the associated cost and storage.

At least four generations of Bamfords have had a similar interest. I am fortunate to have inherited that interest and, likewise, inherited models from my father, grandfather and great grandfather.

Several years ago I took on the job of looking after a 1/6th scale model traction engine that my grandfather had built. The traction engine was commissioned in 1964 and I have fond childhood memories of being towed by that engine up and down the back alley in a wagon. My grandfather passed in 1969 and my father and Uncle Bob took turns looking after the traction engine.

When it became my responsibility to look after it, I added a 2" scale (2" = 1 ft) living van to house the operator of the traction engine.

Last Christmas my miniature boatyard built a 2" scale model dinghy for the operator to enjoy fishing between threshing jobs. This is a 1/6 scale model of the first full size dinghy I built as a young man.



after the typical CPR cars of the early 1900s, they are built to a 1/32 scale to fit on tracks 1 3/4" apart.

After a crash course in using modeling clay, I created a selection of 2" tall passengers to enjoy the luxury of the passenger car.

I hope to extend my great grandfather's hobby by creating a working Gauge 1 locomotive. So far, I have built a wooden representation of that future model.



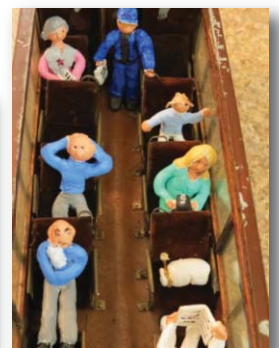
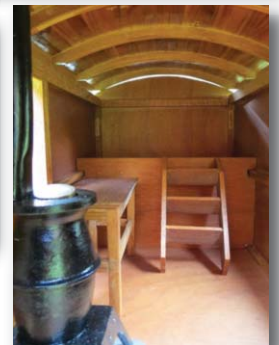
My father built a 2' model of a 12' fibreglass dinghy he had aspirations of building. He carefully manufactured the mould, added gel coat, applied hand laid mat, gunnels, thwarts, knees, trim and produced a fine dinghy that would have suited Barbie and Ken very nicely. Alas, my mentor never built the full size version. He simply bought a

used dinghy with a re-purposed Briggs & Stratton lawn mower engine.

My next duty is to prepare my 1/40 scale grandfather-built Thames Barge model for the annual miniature Thames Barge Race."



Lorraine de la Morandière
M/V Somerset



Examples of George's grandfather's work (left): the little books come off the shelf on the desk, and the ticket papers are loose – amazing details. George made the figure who holds a book in his hands and the little white cat.

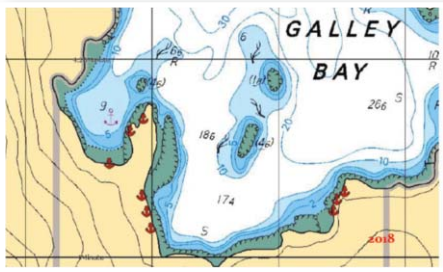
GULF SAILOR

Stern Tie Updating Complete

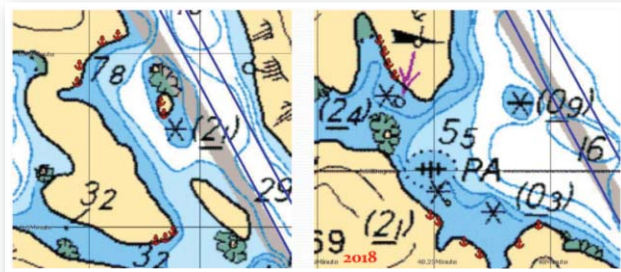
BC Marine Parks Forever Society has supplied the 187 pins, chains and ID plates that have been installed by Proficiency Diving of Power River at 11 sites. Installation costs were shared with BC Parks.



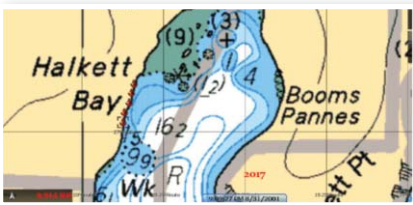
Stewart Murray
S/V Arbutus Cove



Galley Bay



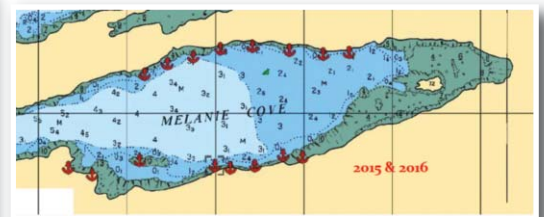
Copeland Islands



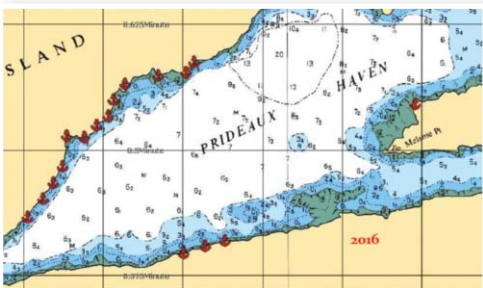
Halkett Bay



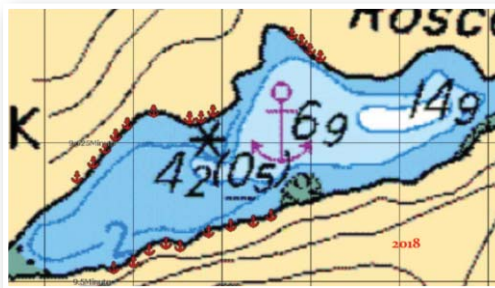
Laura Cove



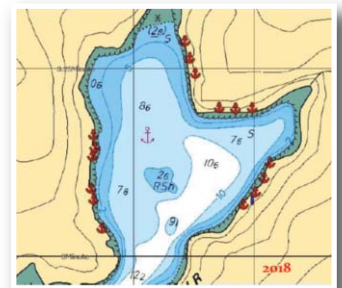
Melanie Cove



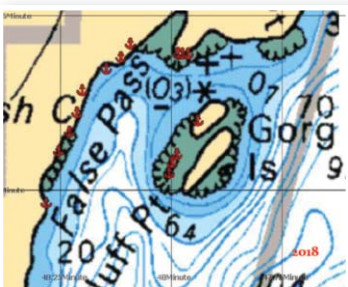
Prideaux Haven



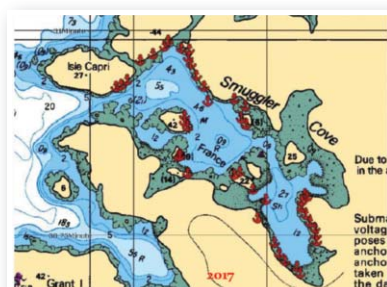
Roscoe Bay



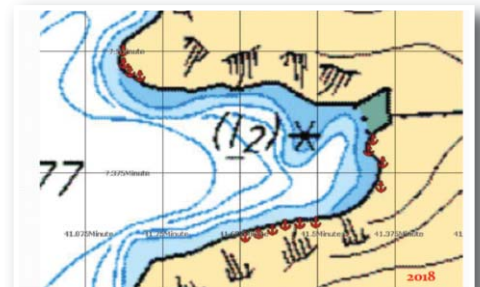
Grace Harbour



Walsh Cove



Smuggler Cove



Tenedos Bay

GULF SAILOR

50th Anniversary of the Barcolana

Every year in the Gulf of Trieste, on the second Sunday of October, there's a single start time for over 2,500 boats, big and small, professional and home-built. Chaos ensues! What could possibly go wrong?

As sailors we often think that we are participating in a sport that many people don't follow or really even understand. There are no Super Bowl-size crowds at regattas and no huge ratings on TV so I guess that there is some merit to those feelings.

Well, that may be true here in the US but our friends in Trieste, Italy didn't get the memo. Every year on the second Sunday of October they hold a local regatta called the Barcolana – well its full name is **Barcolana Autumn Cup Regatta**, but most refer to it simply as the Barcolana. Last year the regatta attracted a record 2101 boats and it looks as if this years fleet was about the same size or larger.



2,688 boats participated this year – all photo credits – Carlo Borlenghi

is a short leg, less than a mile, before rounding the second mark and heading back inshore again. After rounding the third mark and honoring a fourth mark the final leg of the race course takes the yachts to a finish line positioned in the Dam of Porto Vecchio – Diga del Porto Vecchio – in the waters off Piazza Unità d'Italia.

Huge Crowds come to watch



The regatta is not only about the size of the fleet but also about how many spectators come to town to watch the racing – and presumably some bumper boat action. The race organizers estimate that in addition to the 25,000 or so competitors an additional 250,000 people come into town to enjoy watching sailboats sail around a short course. So if you are starting to feel as if no one gets your love of sailing, head over to Italy and feel their love, at least for one day on the second Sunday in October.

(And just for the record, this year an impressive 2,689 sailboats joined in the fun. Ed.)



It's mayhem out on the water as just about every yacht from the surrounding area shows up for the race which has been held every year since 1969. The first year "only" 51 boats from yacht clubs of Trieste took part in the race, but year after year the Barcolana has become more and more popular attracting international crews and world-famous sailors.

The Race Course

The course is a 15 mile quadrilateral with the start off the coast in the Gulf of Trieste. The first leg takes the fleet offshore for 4.3 miles before leaving the first mark to starboard. Then there

Reproduced from Sail Magazine Under Sail, November 04, 2018, posted by Brian Hancock on **Great Circle Sails Blog**

GULF SAILOR

Speaking of new boats, are the best ones actually old?

In this article in *Good Old Boat Magazine*, the case is made: 20 things to love about old boats. I'd wager that Cam and Maryanna and George and Lorraine, some recent new/old boat owners, might agree.



1. They're proven. As you may have guessed from your old boat's battle scars, she's probably run aground, french-kissed the dock, and maybe even bounced off an iceberg or two. Yet she's still patiently floating, ready to take you on your next (mis)adventure.
2. Used boats cost a fraction of the price to buy (leaving you with more money to pour into endless repairs and upgrades).
3. Backing up with no steering control keeps life spicy!
4. Old boats are romantic (or at least that's what we keep telling ourselves).
5. They were built sturdy in a time when fiberglass was cheap and builders didn't know how strong the material was. Try and order up a 2" fibreglass hull today and you'd be laughed out of the boat yard.
6. Your old boat will get you into 2 hour long dock conversations with a fellow who once had a boat that was "similar" (except totally different) to yours. Oh wait, it turns out he's actually never owned a boat, just thought about buying one similar to yours. Which might be interesting if you weren't now 1.5 hours late for a meeting.
7. Old used boats keep you supple and in shape. You will discover flexibility you never knew you had when desperately stretching for a bolt at the back of your engine.
8. With age comes wisdom and old boats will teach you something, even if it's just to profoundly lower your expectation of what you can get done in an afternoon.
9. Because life is more fun at 3 knots. Old slow boats give you time to smell the seaweed.
10. Among other boaters you will never run out of topics of conversation: how your engine is spewing oil, is 30 years too long to wait before replacing the rigging, the mysterious copper wire you found in the bilge. Your landlubbing friends, however, may disown you.

11. You can shake your head in disdain every time you find one of the previous owner's erroneously placed wads of duck tape and mysterious gobs of Sika flex. Until, one day, you find yourself applying yet another layer of goo to your leaky hatches and you realize you've become the creature you so loathed.
12. What your old boat lacks in modern conveniences, it makes up for in character and charm (yes, refinishing your teak deck IS charming!)
13. Dinner parties in the cockpit are more intimate. With no space to sit, you really do have to choose your friends.
14. The bilges are deep (and plentiful). When cleaning out 30 years worth of spilled engine oil, you never know what treasures you might find (I once found \$1.50 in change!)
15. Because retro is cool. Welcome back to the days of Lowrance, ice boxes, and no electricity (when your house battery goes on day one of your weekend cruise).
16. You may not have to carry the cost of insurance (because no insurance provider is crazy enough to underwrite your used boat).
17. Old boats have a unique fragrance that belies their individual histories – mildew, must, oil spills, diesel, rot...
18. Your racing friends may sneer, but by god those bagged out old sails can still take you places.
19. Old boats have personality – often crotchety, recalcitrant, and stubborn as hell.
20. You can take pride in giving an old used boat new life and when someone notices one of her imperfections you can pat her deck and explain in hushed tones, "She's a rescue."

https://waterbornemag.com/20-things-to-love-about-used-boats/?utm_source=Waterborne+Newsletter&utm_campaign=57d5117f74RSS_EMAIL_CAMPAIGN&utm_medium=email&utm_term=0_cb58439442-57d5117f74-62882577

GULF SAILOR



Minutes

of the Special General Meeting,
October 1, 2018

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

The Minutes of the previous

Annual General Meeting were accepted by Phill Little and seconded by Nick Palmer.

Business arising from the Minutes of the previous meeting

- None identified.

REPORTS OF OFFICERS:

Executive Officer –

- Pat reported 35 members present and one guest speaker.
- Two new members were presented with their packages. Mike Ross and Glen Mitchell were welcomed to the Club.

Treasurer –

- In Chuck's absence John delivered the Treasurer's Report:
As of October 1, 2018, current bank balance is \$9,075.
\$429 Cheques outstanding
\$8,646 Net Current Account balance
\$4,087 in GIC savings
\$12,733 total cash and savings.

Secretary –

- No report.

Fleet Captain –

- Klaus was absent and a summary was given for the Fall Cruise to Gibson's.
- Dinner was enjoyed at Leo's again this year and Elaine once again hosted the breakfast at her home where the view is always a welcome sight.
- Thanks to Ken and Anne for organizing the 50/50.

Staff Captain –

- Tonight's guest speaker is the Tsehum Harbour Manager from Sidney, B.C.
- November will be an interesting presentation about the Geology of the Gulf Islands and why the currents are what they are.
- December we will have the Christmas Sing-along.
- George asked members to consider their short presentations for January and let him know.
- The last ballot for this year for the Silver Ship Award was taken.

Vice Commodore –

- Dar reported on the sale of tickets for the Awards Dinner and Dance and asked if you had not purchased them yet to consider doing so soon.
- To date, 24 paid, 22 "yes" but not paid and 11 maybes.

Past Commodore –

- Andreas was having fun in Croatia.

Executive Officers Present:

Commodore	John Dixon
Vice-Commodore	Dar Farrell
Staff Captain	George Bamford
Hon. Secretary	Chris Stangroom
Executive Officer	Pat Costa
Signals Officer	Martin Pengelly

Absent:

Hon. Treasurer	Chuck Spong
Fleet Captain	Klaus Reiniger
Past Commodore	Andreas Truckenbrodt

Signals Officer –

- No report.

Gulf Sailor Editor –

- Suzanne was having fun somewhere in the Mediterranean.

Council of BC Yacht Clubs –

- Stuart gave a detailed report on the acquiring of the Island in Harmony Islands by Marine Parks Forever along with the addition of stern tie pins (103 installed this year) which some of our members made use of in the Copelands. It has been a very busy year for Marine Parks Forever Society.

Commodore –

- John said the Facebook page for GYC really worked for him this summer as he connected with other GYC members using it.
- Suggestions for recipients of Awards given at the Dinner/Dance would be welcomed.
- The Constitution, which was updated for the new Societies Act, has been finalized and it will be posted on the GYC website.
- John gave kudos to Doug McLeod for writing a great article about the GYC and having it published in Canadian Yachting Magazine. A link to the article will be on the website.
- Positions are available for next year's Executive, It's a fun experience so don't hesitate to volunteer
- John reported that our long time member Iris Barnett has relocated to an Independent Living residence in West Vancouver.
- He has been approached by a group called "Lazy Jacks" who sing sea shanties and there is a possibility of a couple of them coming to the Christmas Sing-Along.

Business Arising from the Reports – None identified.

NEW BUSINESS: • None discussed.

Motion to Adjourn by Cam Shields and seconded by Lorraine.

Meeting adjourned 20:10

Minutes prepared and respectfully submitted by Chris Stangroom, Honorary Secretary, S/V Christie Cove

