



GULF SAILOR

CRUISING UNDER SAIL



Sunset Auke Bay, Juneau, Alaska. Blowing 30, gusts to 50 knts. Larry and Elizabeth (Toolik) say hi!

A New Year's Here and We're Hard at it!

The new Executive is busy making plans for the year, nailing down dates, reserving spaces. Be sure to take note of the Cruising Schedule and fill up your calendar with GYC events!

Our Shakedown Cruise this year is booked for March 23-24 before the start of the USScM's summer season so they will have less dock space than they do during the summer. Each boat has to book with USScM individually, mention they are with the Gulf Yacht Club and we all should be accommodated. They will only hold dock space for us until two weeks before arrival date so book sooner rather than later so as not to be disappointed.

Attention partners of members: if you would like to be added to the email list to receive the Gulf Sailor, please let me know so your name and address can be added to the email distribution list.

For those of you who couldn't make it to the January meeting I reproduce **Robert Sinkus's** in-depth exploration of his diesel issues, and the solutions he has found that could save you a lot of time and \$\$\$.

Stewart Murray posted some photos of the aftermath of the big December winds on Facebook. And also about wind, **Larry Freeman** and **Elizabeth** posted the photo above thanking Phill Little for suggesting Auke Bay as their Alaska winter moorage as it provides great shelter from the prevailing storm winds.

Our new Commodore, **Dar Farrell**, and Fleet Captain, **Fred Bain**, both introduce themselves, in their own words, so you can get to know who's pulling your anchor rode this year. We congratulate all who entered the Photo Contest year and present the winners and runners-up, thanks to **Cristina Pow**.

Kellay wants you to know that the **Food Bank** was most appreciative of the \$330 donation raised at the Xmas Singalong as was the **Disabled Sailing Association** who will put the \$420 we collected throughout the year to good use. Well done everyone! See you at the February meeting.

Suzanne Walker, Editor S/V White Wolf



JANUARY 14

C-TOW



Peace of Mind Boating

Your C-TOW membership allows for stress free-boating. Member benefits include:

- Free towing
- Fuel delivery
- Soft ungroundings
- Fog shepherding
- Jump starts
- Minor on-scene repairs
- 24-hour assistance
- Over 30 C-Tow service boats
- C-Tow member discounts
- Trip planning/registry

Don't miss this presentation on January 14th and learn about

Stress-free boating.

Help is always just a call away.

GULF SAILOR

Executive Officers 2019

Commodore: Darlyne Farrell
SawLeeAh

Vice Com: Chris Stangroom
Christie Cove

Fleet Captain: Fred Bain
Koinonia

Staff Captain: George Bamford
Somerset

Exec. Officer: Pat Costa
Sparkle Plenty

Hon. Secretary: Cam. Shields
Kwinnum

Hon. Treasurer: Martin Pengelly
Kailani

Hon. Signals Officer: Andreas Truckenbrodt
Beautiful Day

Past Com: John Dixon
Tantramar

Hon. Editor: Suzanne Walker
White Wolf
dandg@portal.ca

Commodore Dar's First Report

It's an honour to be your Commodore for 2019.

I want to thank the outgoing members of our executive. Chuck, who was our Honorary Treasurer, worked diligently for our club, was organized, reliable and fiscally prudent. Klaus who was our Fleet Captain, took on this responsibility for the third time and arranged for successful and fun cruises.

I'm fortunate to be able to work with an experienced and committed executive. Welcome to our new members. Cam who is our Honorary Treasurer, has been putting together our roster. It's a time consuming, challenging job and a necessary one. Many times we grab for that roster to remind us just who's on that boat next to us that has our club burgee flying. Fred, our Fleet Captain, has agreed to take this position for the first time and is already busy making arrangements for our coming cruises.

Volunteers are the backbone of our club and make it the success it is. I encourage all of you to take the opportunity and volunteer.

In order to understand how the club is working for you, I

look forward to your feedback.

It's a new year and a new sailing season. I'll see you at our meetings and cruises. I wish you sunny days, favourable winds, great friendships, good wine, delicious food and beautiful anchorages.



Darlyne (Dar) Farrell,
Commodore,
S/V Saw Lee Ah

Introducing Our Commodore

In her own words...



How long have I been sailing? Well, I met Rod about 28 years ago. Shortly after we met he introduced to *SawLeeAh* and sailing. I had never sailed before so *SawLeeAh* is the boat I learned on. Rod was living in Calgary and we did not really know anyone to sail with. Lucky for us, I was working with Pam Shenton and Peter Lissett who suggested we join the Gulf Yacht Club. It was one of the best decisions we made.



Sailing has been an important part of our lives. We've sailed locally, around Vancouver Island, to Haida Gwaii, and to Alaska. We sailed to the South Pacific a couple of times and spent nine years exploring the South Pacific Islands. We've been fortunate that some of our GYC friends have been able to meet us at far away destinations and sail with us. For me, the best part of sailing is meeting up with friends in anchorages or at marinas where we often help each other solve problems and also enjoy the sharing of food, drink, stories and friendship.

When I'm not sailing, I enjoy skiing and hiking.

This is my fifth year as a member of the executive. I've been Fleet Captain, Vice Commodore and now your Commodore. Taking on these positions has been a good experience for me and I look forward to this year as Commodore.

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Fleet Captain's Report



Introducing Our Fleet Captain

In his own words...

Hello GYC. I'm the guy who has found himself bearing the title of Fleet Captain. So first off, who IS the person flying the FC Burgee this year? That would be ME, with my accomplice Deirdre.

Sailing for us began in the '60s when I bought a Flying Dutchman to learn how to sail. It seemed to me that if you wanted to learn how to sail fast, get a fast boat. I learned to sail the basics fast and tried to sail fast all the time. I raced every time I was out, every time I saw something moving on the water it was my opponent. Lucky for me most of them had no idea they were in a race.

Deirdre came into my life and she was willing to sail with me in our FD KC161 even though it had no auxiliary. I knew she was a "keeper". :0)

Kids came along and the FD had to go. The 80s found a void in our outdoor life so I agitated for an affordable sail boat. All we could afford was a 28' wooden ketch-rigged klinker built ex-lifeboat snail. Its name was *Amethyst* and it sailed as fast as a stone. We had many fun times with our kids on that boat as well as many anxious ones, but it came time to let it go. Fittingly, it sold slowly too.

Four months after our fifth child was born in 2004, we found *Merryelle* (Merry 'ell). She was an Evetts 31 and was surprisingly fast to windward. My "need for speed" on the water was satisfied (almost). We beat every unwitting "opponent" who hadn't realized they were being raced. It wasn't even close. :0) *Merryelle* gave us about 22 years of fun and fixing. She is now with a younger couple who wanted to get into sailing.



Fred Bain,
Fleet Captain
S/V Koinonia



Right: Deirdre and Fred receiving The Al Ludbrook Memorial Trophy at the 2017 Dinner and Awards Dance at RVYC. The trophy, a mounted log dog, is awarded to a member whose boat is considered to be in the most pristine condition.

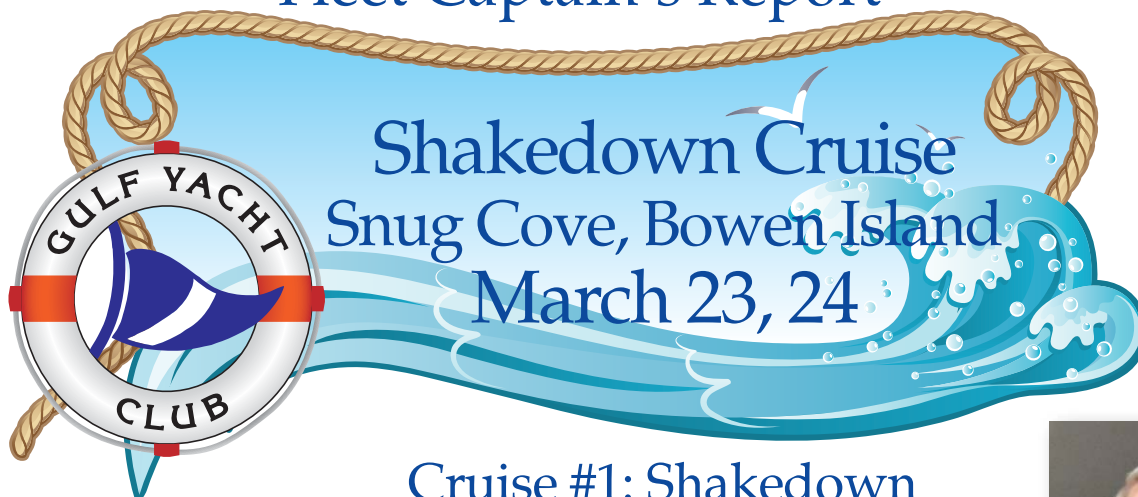
We saw Brian Sigsworth's ad for the *Ruxton Clipper* on Craigslist after searching for quite some time for a boat more suitable for us as our kids (and I) are all grown up now. No more need to go fast anymore – just enjoying the journey and the friendly folk along the way. We returned the old Finnsailer35 to her original name of *Koinonia* for simplicity. It is Greek, loosely translated as Fellowship and that sits well with us.

We are looking forward to another good year of cruising to places with our GYC colleagues and accomplices.



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Fleet Captain's Report



Cruise #1: Shakedown



Shakedown Cruise is defined as “a nautical term in which the performance of a ship is tested. Generally, shakedown cruises are performed before a ship enters service or after major changes such as a crew change, repair or overhaul. The shakedown cruise simulates working conditions for the vessel, for various reasons. For most new ships, the major reasons are to familiarise a crew with a new vessel and to ensure all of the ship's systems are functional”. (Wikipedia)

Lets hope all our “shakedowning” is confined to shaking off the dust, chasing out the bugs in our sailbags and getting the ship to propel itself to Bowen and home.

We have reserved the **Summer House** again this year with the ability to provide beds for those who wish to be attached to land or close to it: \$25/night and \$10/dog.



Fred Bain, Fleet Captain
S/V Koinonia

Reservations

Union Steam Ship Company Marina (USScM) has asked each member to reserve their space at the dock **well before two weeks before** the cruise. (604 947 0707) Dock space will be short for late-reservers.

If there isn't room for you at USScM, the **Government Dock** between USScM and the ferry terminal may occasionally be available (stay clear of the ferry and water taxi spots). It is not too lumpy after 2200hrs once the last Bowen ferry departs.

Boat Building and Racing

We plan to have a dinner and breakfast in the Summer House. It looks like the ongoing battle for boating supremacy will once again challenge members to build, launch, float(with luck) and race to victory.

Note: This is the ONLY club sanctioned race for the whole year! Don't miss it.

Building materials will be supplied by the club – and **only those** are allowed for the construction of a competing craft.

We Need Volunteers

We are looking for volunteers to host, do food prep, and clean up. Get to know your fellow members better through service to one another. Remember to bring your own beverages, appies, dishes, cutlery, mugs and glasses. More details next month.

Please call if you would like to volunteer to make this event a success.

DON'T FORGET: Make your own moorage reservations BUT let us know you are coming so we can buy what we need for the BIG BREAKFAST.

If you are wanting a bed in the Summer House contact Fleet Captain, Fred Bain 604 921 8392 or fb8392@telus.net.



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2018 Survey - Awards Dinner Dance and Cruises

Summary of results

Survey issued: December 11, 2018

Responses per January 4, 2019: 35 (out of 80) = 44 %

Awards Dinner Dance

1. Attendance

- Half of the respondents attended the dinner dance
- Main reasons for not attending are:
 - out of town (13 = 70 % of not attending)
 - cost too high (9 = 50% but only 3 of those in town)
 - other reasons: thought it was more for couples, music too loud for conversation, too far

2. Ticket price \$ 85

- Majority thinks the ticket price is just right or should be increased to cover the cost more or completely: 23 = 66 %
- of those, 7 = 20%, think the club should reduce the subsidizing by the club
- 8 = 23%: ticket price is too high, or club should subsidize more
- Drinks are too expensive

3. Date

- Mid November is fine for 28 = 80 %
- Mid October would work for 17 = 48 %
- 2 are suggesting to move it to later (late November, early or mid December) to be closer to Xmas

4. Other comments

- Overall, very positive feedback
- Drinks too expensive
- Investigate other venues
 - cheaper
 - getting together can be done anywhere, doesn't need fancy dresses
- Music too loud for conversation
- Paddle should not be restricted to those attending
- Reduce number of awards

Cruises

- Lots of individual comments for the various cruises
- Overall positive feedback for all cruises
- Victoria Day/Thetis: Very positive
- Canada Day/Smuggler Cove: 5 = 15 % suggest a different location for the BBQ
- Labour Day/Newcastle: Very positive. Mix of games.
- Fall/Gibsons: Breakfast appreciated but different location may be needed



Andreas Truckenbrodt
S/V Beautiful Day

General

- Suggestion of a "notice system" to advise where other GYC members are
- Keep adding sailing elements
- Mix it up more (cruises and games)
- Events with grandkids
- Night cruise
- More Gulf Island destinations
- General comments on club life
- Overall positive feedback
- Suggestions on specific events (e.g. Christmas Carols)
- Review out-of-town membership definition
- Organize events/cruises outside of Vancouver
- Need younger members

Dinghy Dock Pub, Protection Island ferry service put up for sale!

Protection Island's Dinghy Dock Pub went up for sale in late January. The \$2.6-million price tag includes the pub, the ferry service which runs between Nanaimo's inner harbour and the island, the commercial dock and a waterfront home on Protection.

McKillican said he's already heard from locals concerned about the future of the small island's only restaurant and ferry connection to Nanaimo. Concern for the future of the pub goes well beyond the West Coast as well.

"We've had people from Australia inquiring just wondering if it's going to be open next summer," McKillican

said. "I'm from Alberta and whenever we have somebody from the prairies comes to visit us, that's the first place we take them because it's so unique."

The Dinghy Dock opened in 1989 and coined itself as Canada's only registered floating pub. McKillican said there is nothing about the sale or land title which would require a potential new owner to keep the restaurant open or continue running the ferry service.

David Carter, a director with the Protection Island Neighbourhood Association, said there will be a community meeting this week to discuss the potential sale.

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What No Longer Bugs Me About Diesel Fuel

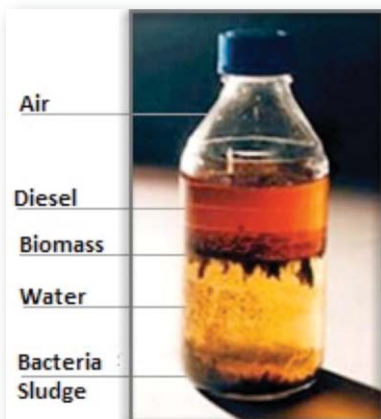
Why? He found out that if you have diesel fuel and use a biocide religiously, it kills the bugs that contaminate diesel fuel. **No bugs – no diesel bug.** Read on...

Decades ago, I heard a presentation from one of the Seaspan mechanics to the Vikings Sailing Club about Diesel Engine Maintenance. The one point I remember was his statement **not to waste our money on additives.** They didn't work and some, such as anhydrous solutions that absorb water, could

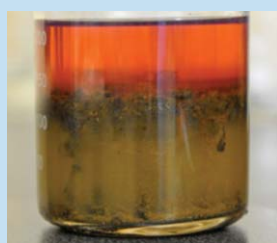
actually damage the engine (when the supersaturated fuel hits the hot injector tips in the combustion chamber, the water in solution expands massively into steam and can actually blow off those tiny tips. Then the injectors no longer create a fine atomized spray, resulting in future combustion issues).

EXCEPT...

He also said: *if you have diesel fuel get a biocide and use it religiously. It kills the bugs that contaminate diesel fuel.*



Diesel bug is a thing!



'Diesel bug'

is a general term for a host of fungi, bacteria and yeasts ready and willing to inhabit your tank, whether by transfer from infected fuel or by colonisation from airborne spores.

Read more online at <https://www.pbo.co.uk/gear/12-diesel-bug-treatments-tested-43353#wqRuSaUuiE4WaywE.99>

BACTERIA

Are very resilient and made up of single cells, typically 1-10 microns in size. In the right conditions, they can multiply in 10-20 minutes.

FUNGI

Are the most common microbe found in fuel contamination. There are two types of fungi present in fuel; moulds and yeasts.

include microbial bacteria, fungi and algae – microorganisms which grow in diesel fuel, but not in gasoline.

And they grow even faster in biodiesels, and in hot and/or humid conditions.

Actually, they technically don't grow *in* diesel, but in the

interface between water and diesel. Diesel is a hydrocarbon like oil and does not mix well with water in large quantities. The water sits on the bottom of your tank, and the diesel is on top. Where they meet is a veritable banquet for bugs.

The bugs that are alive aren't the really big issue, although their digestive process and anaerobic breakdown can make the diesel fuel more acidic and decrease its lubricity (how well it lubricates surfaces – and in a diesel engine, that's part of what the fuel is supposed to do, and why diesel engines last so long).

Some of these bugs can even digest metal tank walls, not to mention precious engine parts, some with very fine tolerances.

Sludge

...is the accumulation of generations of carcasses that sink to the bottom of your tank in what is technically referred to as "a gooey sticky sludge". Fast forward through time, and when your boat one day gets seriously jarred – as when needing to use your engine against a strong headwind and waves – the sludge, or parts of it, can break

loose, and then travel to your fuel filters which do their job of filtering the sludge out, but at the cost of no longer allowing sufficient flow of fuel for your engine to run. This tends to happen when it is not a good time to have your engine suddenly stop working. Having a spare filter on board can help if you can change it quickly.

Where does the water come from? The most common thing we hear is "bad fuel". My understanding, though, is that in the western world, and especially in marinas around here which have regular exchanges of fuel, "bad fuel" is a rare issue.

Another source of water is the vent. Just like a car in the winter, the daily heating and cooling cycle causes the air to expand and contract, bringing with it, fresh water in the form of humidity in the air. The traditional way to minimize this is to keep your tanks full, so there is less air to contract and expand, and so less moisture is exchanged and introduced to your tank. Diesel is hygroscopic – it absorbs water which it then precipitates out at the bottom of the tank where it accumulates creating a larger diesel-water interface.



Robert Sinkus
S/V



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Stored, vented diesel, however, will have certain aromatics evaporate over time resulting in fuel quality degradation. This will also happen, to a reduced extent, to fuel stored in sealed Jerry cans, and even less so with the new and more impervious CARB compliant materials. So you then need to decide between the lesser of two evils: do you burn enough fuel (at least several tanks every six months) to keep full tanks and minimize the water absorption? Or are you going to keep just enough that it would get used up and minimize the effects of fuel degradation over time?

Potential Remedies

Biocides: These kill the bugs, yet do nothing about the carcasses. There are oil based and water based biocides which attack the bugs from either the water or fuel side. It is recommended to switch between these for maximum effectiveness.

Star Tron Enzyme Fuel Treatment Diesel Additive (by Star Brite) fights corrosion as per *Practical Sailor* tests in 2009 and 2013., and seems to improve the effectiveness of **BioBor JF** – the combination was their top performer for protecting stored diesel both against bugs and against tank corrosion.



Fuel Right: Is an enzyme that attacks the carcasses and all the sludge, digesting them into fine end products that pass through the filters and are safe for the engine to combust.

Note: In my case with my 30 year old build-up (and it seems the previous owner did not take good care of the diesel fuel), and some particularly rough conditions under power, a clear gelatinous blob became trapped in my water separator and reduced the flow through my filters. The engine tended to stall shifting from idle into gear unless I gave it some throttle, and had reduced power. The blob didn't adhere visibly to the filter; it was clear and colourless, with a consistency between Jell-O and jam, and it didn't flow out the drain hole, but remained in the bowl until I poured it out. It took up a significant part of the water separator bowl volume. Because it was clear, vs the coloured diesel, you could sort of see it when shining a flashlight on the separator. In reading the testimonials on **Fuel Right** from oil companies, I understand that the **Fuel Right** would have eventually fully cleaned out my tanks, and fully digested the blob, which I surmise was partially digested sludge. That seems to have since happened for me.

Fuel filters: Are available with a fine Teflon coated mesh to prevent the passage of water when filling with diesel. In my experience, these are very slow compared to the fuel nozzle, and if you have a big one (to minimize the long fill times); you have a problem of what to do with the fuel in the



filter when the tank is full. I tried using a container for the surplus fuel, and a clean heavy plastic bag to store the filter in. Unfortunately, I found that I was spilling some fuel as I couldn't tell when the fuel tank was getting full because the funnel sitting in the fill opening completely blocked the view of the diesel filler hose leading below the deck fill fitting to the tank. I also never saw any retained water in the fuel filter, but I only have an 11 gallon tank, and with a larger tank, I might have seen evidence of water retained. I have ceased to use these filters without further incident.

Desiccant Fuel filter: A Washington company called **H2Out** won the 2012 Pittman award, and in 2013 the *Practical Sailors* Best Choice Award for their **H2Out Fuel Tank Air Vent Dryer**. I installed one, and have never seen any water in my fuel water separator since. You can also make your own with some clear PVC, desiccant, and mesh screens. About every 18 months, I need to rejuvenate the media by heating it in an electric oven for two hours. You can also buy new media instead. I have extra, so I replace the old with recharged, and then recharge the old and store it ready for future use.



Fuel/ Air Separator for Tank Vent Hose:

Prevents fuel from reaching the desiccant filter and blinding the media when filling the tank to full. I discovered the hard way that I needed this.

Racor Water Separator: We are all familiar with diesel primary filters and water separators, although some have a metallic bowl which prevents an instant visual inspection of the state of your fuel. I really like having the clear plastic bowl.



Racor Filter Gage: Diagnosing how clean your filters are: Most of us change our primary filters every six months without really knowing if they need it or not. A

Racor Fuel Pressure and Restriction Vacuum Gauge screwed into one of the ports in your fuel filter allows you to set a limit indicator by turning the outer bezel. It has two arms: one shows the pressure drop in real time, and the second arm is pushed by the first indicating the highest pressure drop attained until you reset it. (I do a visual with my fingers.)

In my case, after two years and 250 h, it was measuring at 3 (yellow is 7-10, red >10), and never seemed to rise above this. Eventually I replaced the filter – *just because*. Set up a polishing system or getting your tanks polished: I have not done this, but had I, I would likely never have experienced the low power and stalling engine from my "gelatinous blob incident."



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Other notes on Diesel:

Stanadyne Performance: I found that for my Volvo engine, which has no glow plug, but puts a big slug of diesel when cold starting, I would have an embarrassing large plume of smelly diesel smoke when starting from cold. I found that with **Stanadyne Performance**, this cloud was vastly diminished, and the engine also seems to start a little quicker from cold.



Lubricity: Also, my engine was built in 1986: there have been two major changes to diesel fuel since then: low sulfur fuel, recently followed by ultra-low sulfur fuel. The sulfur was originally added to act as a lubricant. So I add **Stanadyne Lubricity** to restore the fuel to its 1986 lubricating state. If your engine is new, it has been designed to work with modern fuels, but for my old engine, I believe I am getting a longer engine life by adding lubricity agents.



My Diesel Fuel No Longer Bugs Me...

Now I premix all of the:

**Biocide,
Stanadyne Performance,
Stanadyne Lubricity and
Fuel Right**

in a single bottle, and mark off the dosage per every 7.5 gallons on the side of it. This makes fueling up much quicker than before.

When I first got the boat, if I got some diesel fuel on my skin while changing filters or emptying the water separator, it was so acidic; my skin would have a burning sensation.

I would also see dark bits on the bottom of my water separator indicating bug carcasses. And the drain plug would get crusted up both resisting removal and being plugged up so it wouldn't drain every 6 months when changing the primary filter.

Since implementing this regimen, aside from the initial "Blob" incident, the fuel system has worked wonderfully. The diesel no longer irritates my skin, my primary filter always has a low pressure drop, and after installing the desiccant vent

filter, I have never seen water or any impurities in my separator again. It stays crystal clean with no water or black bits. And the drain plug that used to get stuck after half a year, came out easily after 2-1/2 years, with good free flowing fuel drainage.

Final Note:

#1: I store my keys behind the same panel that gives me access to all of the following which I can now easily check each day before I run the engine:

- Primary fuel filter and fuel/water separator
- Primary fuel filter pressure drop gage
- Water Strainer
- Oil dipstick

Missing from this location check list are my coolant reservoir and cooling water seacock.

#2: Note: False Creek Fuels (by the Burrard St. Bridge) expect to start adding Valvect Biocide and performance enhancers to their diesel fuel by end of January.

What a Blast! December Windstorm Report from Stewart

And not in a good way. Hopefully everyone recognizes the building on shore. If you don't, you need to get out to more GYC cruises. The boat in the picture is owned by the colourful Bruni Bruni. She ran for Nanaimo council in the last municipal election. Sadly she missed being elected by a few votes.



Stewart Murray
S/V *Arbutus Cove*

A note and pics originally posted on GYC Facebook page.

Thanks Stewart. (Ed.)

Trees down all over the place in Nanaimo. We never lost power but our daughters' home did so they stayed with me last night. Taz got stranded on the mainland at our son's place in Maple Ridge. Everyone is safe, warm and well fed.

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Photo Contest Winners

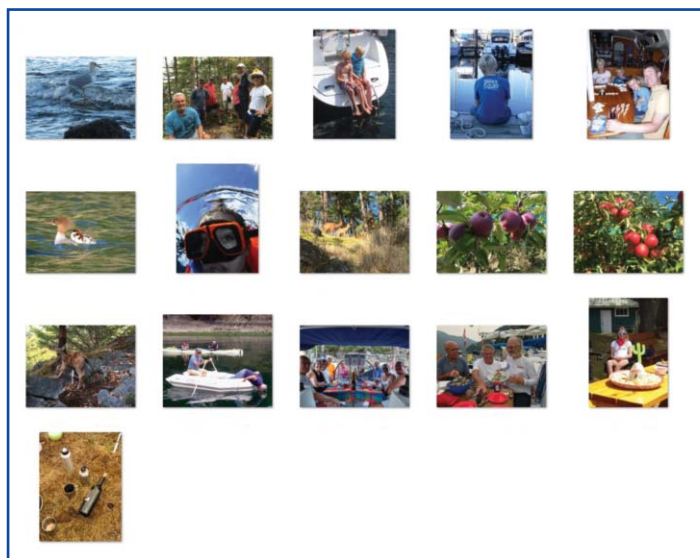
This year, the photo contest was organized by Cristina Pow with a little bit of help from Andreas Truckenbrodt, our new Signals Officer.

Again this year there were no designated categories: everyone sent in their photos electronically which were then printed, all the same size, and organized into three sort of random groups. And then YOU all voted for them: first, second and third in each group. Check out the winners in the pages that follow and find out how they came to be.



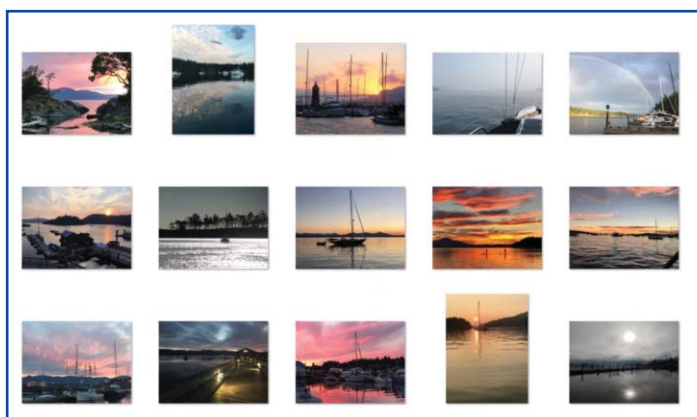
Cristina Pow,
S/V Beautiful Day

Group A

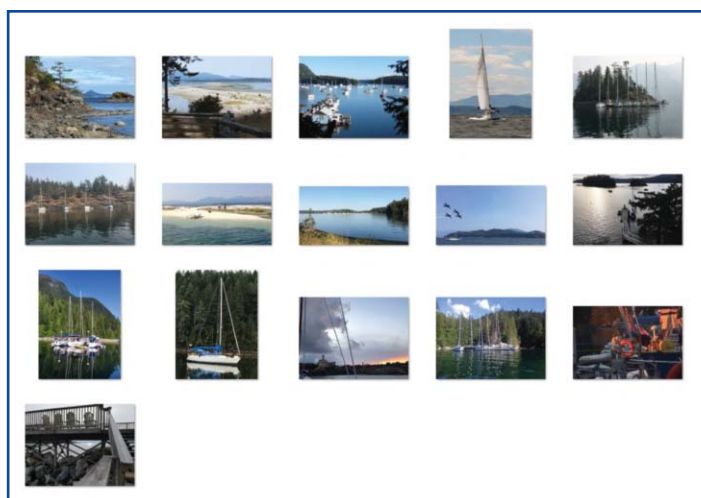


Congratulations to all the winners and thanks to Cristina and Andreas who had to wrestle with the images (and the photographers who made them).

Group B



Group C



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Winner of Group A: Martin Pengelly

Martin took both
1st and 3rd Places**Hooded Merganser**

It was just luck I was in the right place at the right time. I was going around Squirrel Cove in the dinghy and I saw the duck in the distance. I have a camera with 30x zoom, but to get the good detail you still had to be quite close. As I got closer she was not happy and her hood really flared. She scooted off so quickly that the young ones fell off her back, so I backed off until they could climb back on.

Interestingly enough it could be a female or a non-breeding male (is that a eunuch?).

2nd Place

Lorraine de la
Morandière**Martin in Kailani:**

The winds were up on our departure from Newcastle in September.

We were on *Moondance* and well heeled over as we rounded the east side of Newcastle. Klaus noticed Martin on our port side. We sailed in tandem for most of the journey.

Eventually *Moondance* took the lead and crossed over to a more northeasterly direction. Winds were great for sailing, and with camera in hand, I got the perfect opportunity to capture Martin doing just that – sailing.



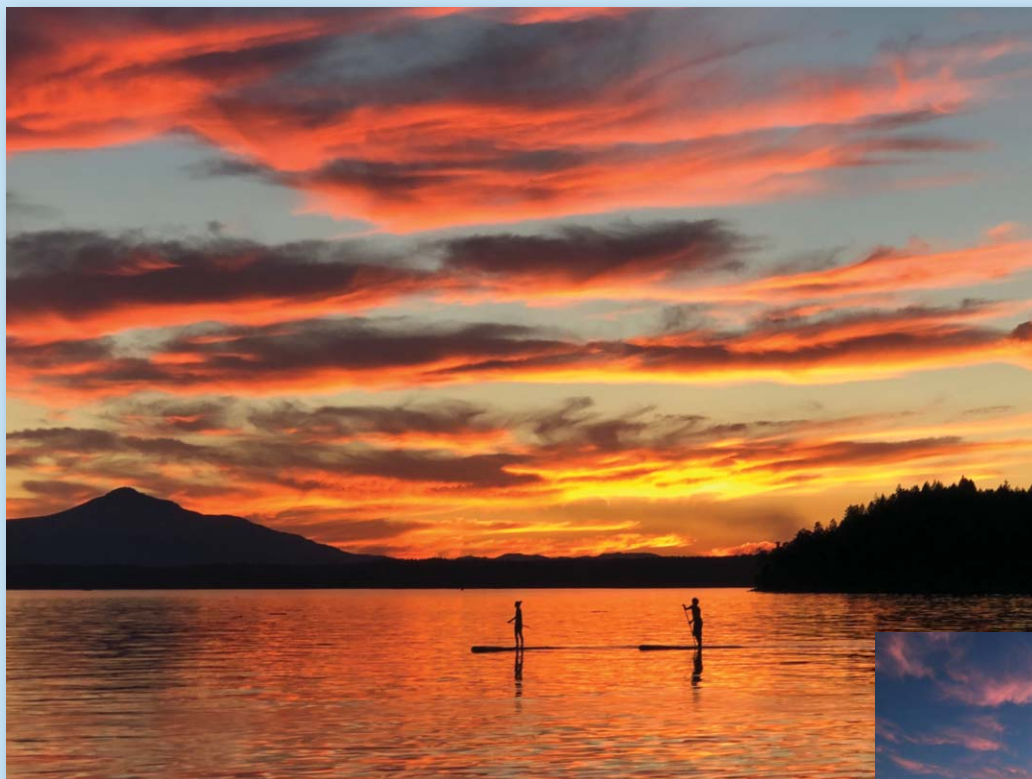
3rd Place

Snorkelling:

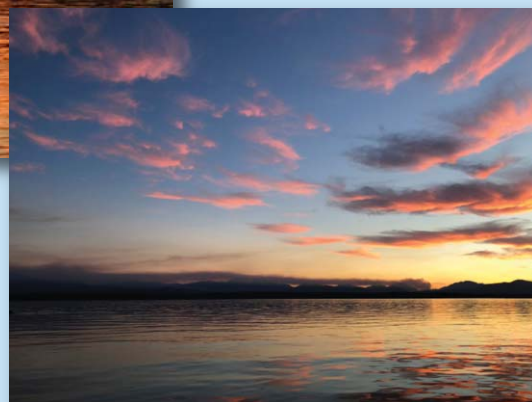
This was a photo of my granddaughter really enjoying her first time snorkelling. This was taken with a cheap underwater camera.

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Winner of Group B: Suzanne Walker



Blazing Sunset from Ruxton: It had just gone 9:00 and, eyes right, the sky was ablaze – as was the area just southwest of Nanaimo, but with fire! Smoke was billowing up and spreading south in a long low blanket towards the deepening evening. The electrified sky was sublime but all over in just five minutes. Taken with a Sony HX90 and a Zeiss Sonnar lens. Here's a photo of that line of smoke blowing south from the fire (blow it up). As it got later we could make out flames leaping clear of the treeline.



2nd Place

Sally Christie

Smuggler Cove from Taeko IV. This photo was taken on July 1st just after our evening BBQ on the rocks. Such an amazing sunset that evening! We happened to turn around at the right time and I rushed out and snapped this with my iPhone.

I think that was the same night the storm blew in while we were all rafted there.

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Winner of Group C: Eleanor Vandergaag



In late July we were taking Vivian to a Girl Guide camp in Gibsons. This coincided with Gibson's Sea Cavalcade so we anchored off the Gibson's waterfront. Jason and Laura sailed over to join us on *Excalibur*, and they delivered V to her camp at Langdale Sunday and headed home. As they were heading out of the Gibson Gap we were treated to this flyby by the Fraser Blues Formation Flying Demonstration group. They came Saturday and Sunday, but spent a good 20 minutes overhead on Sunday flying low level formation over the harbour.

By the way, this shot was taken by Eleanor with her iPhone.

2nd Prize Bruce Edmond



This photo was taken Saturday August 4th. It was the day of the concert in Prideaux Haven. We were in the middle of a six week stint in Desolation Sound, with much of that time spent in various GYC rafts like this one. This particular spot is a cove behind Roffey Island. In the raft are GYC boats from left to right; *Kerrisma*, *Trooper*, *Shalvah*, *Kiwi Kruza*, *Forever Young*, *Transition* and *Rogue Wave*. Of note is that this photo also made the front cover of RVYC September magazine, *Seabreeze*, amusing considering all seven boats are from the GYC fleet! However four are also from RVYC, and the RVYC burgee can be seen clearly on *Trooper* and *Kiwi Kruza*. No great photography here as the photo was taken from my dinghy via my cell phone.

GULF SAILOR

3rd Place Finishers

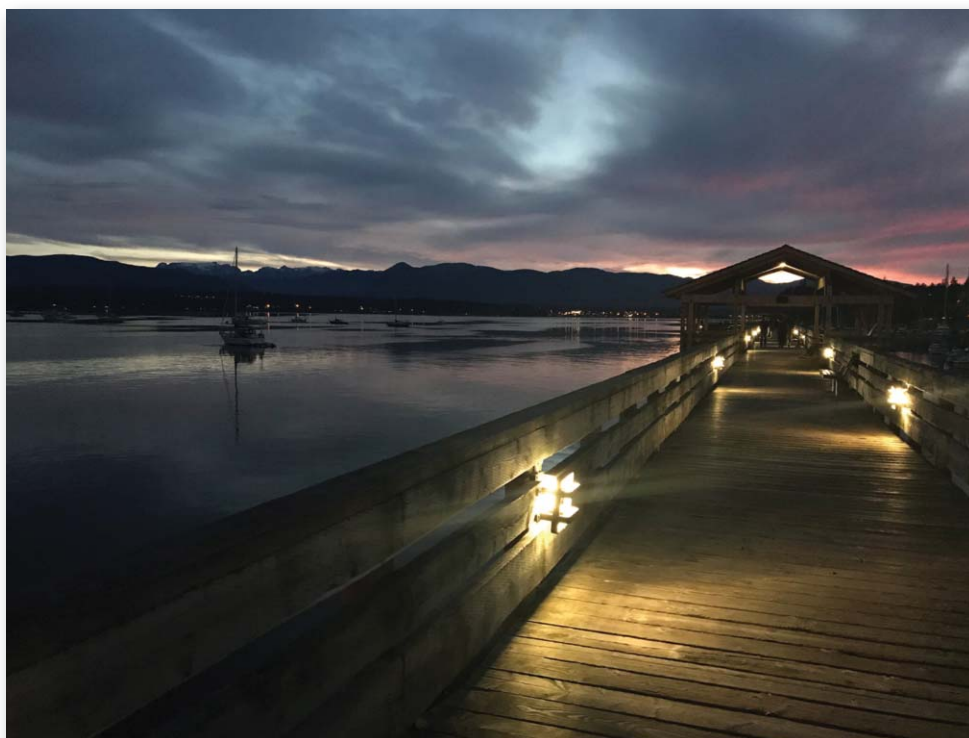
Group B Deirdre Bain

Comox Marina Pier Before the Fireworks:

Fred, Maddie, our grand daughter Anna and I enjoyed going to the Comox Musical Festival last summer for the BC Day GYC cruise. This picture was taken with my Iphone 7 camera just before the fireworks. It was a beautiful evening.

We ended up staying longer than planned as we had engine troubles but it was a great place to be if you had to remain longer than expected. We left for Desolation Sound afterwards for another week and an half.

If you have never been to Comox, consider a cruise there this summer.



Tied for Group C:

Ron Vandergaag

Ruxton Island Reef:

That same trip to Gibsons (see previous page) we were early for Gabriola pass so we stopped for an hour or so at Ruxton Island, and anchored amongst the reefs on a short scope. Viv immediately jumped in for a swim and Eleanor took Gwinny for a shore walk. It looked truly tropical there, as it often does. One of our favourite spots in the G.I.s.

This is an iPad photo.



Lorraine de la Morandière

Seagull::

Of all the birds I capture in film, the seagull is the least. I couldn't resist the look of anticipation on this one, however, as she awaited the wave washing foot spa. (claw spa - GB)



GULF SAILOR



General Meetings
begin at 7:30 pm



Executive Meetings
begin at 7:30 pm

GYC Cruise and Meeting Schedule 2019

Month	Cruise Dates	Event and Cruise Location	General Meeting MONDAYS
January 2019	14	AGM and GM: Maritime Museum	Jan 14
February	11	General Meeting: Maritime Museum	Feb 11
March	11	General Meeting: Maritime Museum	Mar 11
March	23, 24	SHAKEDOWN CRUISE: Snug Cove	Sat/Sun
April	8	General Meeting: Maritime Museum	Apr 8
April	19, 20, 21	EASTER CRUISE: Ladysmith	Fri/Sat/Sun
April	27, 28	SAILPAST: Snug Cove	Sat/Sun
May	13	Pub Night: TBA	*May 13
May	18, 19, 20	VICTORIA DAY CRUISE: Telegraph Cove, Thetis Island	May 14
June	7, 8, 9	SUMMER CRUISE: Gulf Islands: TBA	Fri/Sat/Sun
June	10	General Meeting: Maritime Museum	June 10
June/July	June 29, 30/July 1	CANADA DAY CRUISE: Smuggler Cove	Sat/Sun/Mon
August	3, 4, 5	BC DAY CRUISE: Squirrel Cove (Northern); Montague (Southern)	TBA Sat/Sun/Mon
Aug/Sept	31, Sept 1, 2	LABOUR DAY CRUISE: Newcastle Island	Sat/Sun/Mon
September	9	Pub Night: TBA	*Sept 9
October	4, 5, 6	FALL CRUISE: Port Graves/Gibsons	Fri/Sat/Sun
October	7	General Meeting: Maritime Museum	**Oct 7
November	11	General Meeting: Maritime Museum	Nov 11
November	16	AWARDS DINNER DANCE: RVYC	Nov 16
December	9	CHRISTMAS SING-ALONG/General Meeting	Dec 9
	31	NEW YEAR'S CRUISE: Snug Cove	Dec 31
January 2020	13	AGM and GM: Maritime Museum	Jan 13

*Pub Night

** Denotes General Meeting on First Monday of the Month



GULF SAILOR



Name	Robert Sinkus	Membership No.	588
Mate's Name	Buck (the Wonder Dog)	Member Status	Active
Address	401-1111 Pacific St., Vancouver, BC V6E 3X7		
Home Phone		Cell	604-618-4762
E-Mail	rspersonal@rsctele.com		
Boat Name	Reality		
Make of Boat	Beneteau First 325	Length (ft)	32
Moorage	Burrard Civic Marina		

Name	Wolf Bergelt	Membership No.	591
Mate's Name	Judy Cowe	Member Status	Active
Address	119 - 216 E. 6th St., North Vancouver, V7L 1P5		
Home Phone	778-338-3339	Cell	604-307-0104
E-Mail	w_bergelt@gmail.com		
Boat Name	Lobo Del Mar		
Make of Boat	Beneteau	Length (ft)	37.5
Moorage	RVYC – Coal Harbour		

Name	Michael Ross	Membership No.	589
Mate's Name	Revi Ross	Member Status	Active
Address	303-628 W 13th Ave, Vancouver, BC V7L 1P5		
Home Phone		Cell	604-349-5818
E-Mail	nmichaelross@gmail.com		
Boat Name	Shalvah		
Make of Boat	Morgan 384	Length (ft)	38
Moorage	RVYC – Coal Harbour		

Name	Deirdre Bain	Membership No.	592
Mate's Name	Fred Bain	Member Status	Active
Address	335 Bayview Road, PO Box 225, Lions Bay, V0N 2E0		
Home Phone	604-921-8392	Cell	604-341-5222
E-Mail	fb8392@telus.net		
Boat Name	Koinonia		
Make of Boat	Finnsailor	Length (ft)	35
Moorage	Lions Bay/Race Rock Yacht Services, WV (winter)		

Name	Glen Mitchell	Membership No.	590
Mate's Name		Member Status	Active
Address	506 Salish Court, Burnaby, BC V3J 7J8		
Home Phone	604-202-6972	Cell	604-202-6972
E-Mail	mitch69can@hotmail.com		
Boat Name	Tucana		
Make of Boat	Catalina	Length (ft)	30
Moorage	Milltown Marina		

Name	Christopher Walford	Membership No.	593
Mate's Name		Member Status	Active
Address	301-1475 Laburnam St, Vancouver, BC V6J 3W4		
Home Phone		Cell	604-230-2321
E-Mail	cwalford2016@gmail.com		
Boat Name	Karavia		
Make of Boat	Aura Yachts C29	Length (ft)	29
Moorage	Spruce Harbour Marina		

GULF SAILOR

Notes from the Council of BC Yacht Clubs

This is Peter's last CBCYC report and it's chock full of interesting tidbits: new small vessel regulations; abandoned and wrecked vessel policy; and more.

- The Maple Bay Yacht Club membership hosts two Marine Parks: Conover Cove Marine Park, which includes Princess Cove and Pirates Cove Marine Park. Club members hosted these parks for 81 days keeping records of the numbers of boats each day. A total of 1278 Canadian and 267 US boats overnighted at Conover Cove (both locations) and 844 Canadian and 155 US boats visited Pirates Cove. There were many more visitors who camped, having come in by kayak or other small vessel. The park hosts were well appreciated. MBYC are to be congratulated for this endeavour which they have been doing for many years now.

- There are a few small changes to the Small Vessel Regulations now in effect. Those that affect pleasure boaters are essentially as follows:

- The required safety equipment for Standup Paddleboards is the same as paddleboards, watercycles, seal-hull and Sit-on-Top Kayaks. If everyone on board is wearing a flotation device, they are only required to carry: a sound-signaling device; and a watertight 4 flashlight if the SUP is being used after sunset, before sunrise and in periods of reduced visibility.

- There is a reduction in flare carriage requirements if a means of two-way electronic communication is on board. The total number of flares may be reduced by 50% but the number of smoke signals carried cannot be more than 50% of the total. NOTE: Two-way communication means "if it works."

- The expiry date on pleasure craft licenses will not change when an owner updates their information, such as phone number, address or email address, in the National Pleasure Craft Licensing Database.

- The National Strategy regarding Abandoned and Wrecked Vessels, Bill 64, will give the government power to deal with abandoned vessels (for the most part commercial vessels). It is expected to receive Royal Assent in the spring of 2019. Transport Canada is working to enhance the ownership database and all old paper records are being digitized.

- Meanwhile, some funds are available for wreck removal, education and research over the next five years. Small Craft Harbours have \$1.3M. So far seven boats were removed in year 1, with 14 projected for year 2. For other areas Transport Canada has \$5.6M. To date money has been approved for 87 assessments and 18 boats have been disposed of. Smaller amounts are available for education of boaters and for research.

- Long term, the government is planning for owner financed funds. They are looking at what has been done in other jurisdictions such as Washington State. Possibilities are things like a fuel tax, or a surcharge on boat licences etc. Any money would go directly into a fund for abandoned boat disposal.

- Transport Canada is presently making a national inventory of abandoned and wrecked vessels, and is asking boaters to report any they see. Eventually, this will be on a public website so it can be checked by anyone.



Peter Lissett
S/V Faem

- The Criminal Code has been amended to include drugs to the existing alcohol provisions, so that operating a boat while impaired by marijuana will also be an offense.

- It has been recommended that the aquaculture lease for geoduck cultivation in Sutil Channel just south of Rebecca Spit, which requires underwater netting for protection against predators, have surface buoys marking the boundaries such that recreational boaters will know where not to anchor.

- Concern has been expressed as to the non-compliance of clean-up provisions of their leases by many in the aquaculture industry. This is being watched closely. Fortunately, most of these locations are not frequented by recreational boaters.



Future GYC members in the making? We all had to start somewhere, especially if our parents weren't boaters. How did you get your start? Where was your first sailing experience? Drop me a line with the story.

GULF SAILOR

The GYC Can't Function Without YOU!

And this newsletter most of all. Liz, a frequent supplier of articles for the Gulf Sailor, makes a case for volunteering as SCRIBE for the upcoming cruises.



The GYC operates with volunteers running everything. Think of all the outings you have enjoyed as part of the club. Our executive takes on the brunt of running the meetings, scheduling speakers, writing and distributing the news letter and planning outings so they go smoothly. BUT that doesn't happen without help and support from the rest of us.

There are some members who are always there to help whether it is washing dishes at Bowen, selling 50/50 tickets selecting poker hands, selling BBQ or dance tickets, planning games and events. When was the last time you volunteered? Please consider saying "yes" when Fred, our new Fleet Captain, or anyone else asks you to help out. Or you can just volunteer without being asked. There are always games that need organizers, cruises that need planning and smaller jobs that help our club run smoothly.

I am writing this not only to encourage you to step up to the plate in whatever capacity you choose but to consider a small but necessary job – scribe. We need a scribe for every cruise and Fred has enough other planning to do without having to search for a scribe. You can be as creative as you want. Some have written poems, some write only about the food, some just stick to the list of boats. Particularly if you are newish to the club it gives you a way to get to know some of the other members and their boats. So please let Fred know that you will write up one of the cruises, send it to Suzanne who will edit it and probably add pictures. You can be as creative or mundane as you like, but please try your hand.



Liz Reiniger,
S/V Moondance



Minutes

of the General Meeting,
January 14, 2019

The meeting was called to order at 20:00 hrs by Commodore Darlyne Farrell.

The Minutes of the previous Annual General Meeting were accepted by Rob Sinkus and seconded by Phill Little.

Business arising from the Minutes of the previous meeting

- None identified.

REPORTS OF OFFICERS:

Executive Officer –

- Pat reported that there are 33 members and one guest. The guest, Christopher Walford, has a Columbia 29 moored at Spruce Harbour and has submitted his application for membership.

Treasurer – • No report.

Secretary –

- Cam. outlined the following member statistics (as of Dec. 31 2018): 74 Active Members, 6 Associate Members, 7 Non Resident Members, 7 Non Active Members, 2 Honorary Lifetime Members. As of December 31, there are 54 Boats in the club.
- Membership Renewals are now due.

Signals Officer –

- Andreas said he would give a presentation at the next meeting on the results of the recent online questionnaire.

Fleet Captain –

- No report.

Executive Officers Present:

Commodore	Darlyne Farrell
Fleet Captain	Fred Bains
Staff Captain	George Bamford
Hon. Secretary	Cam. Shields
Hon. Treasurer	Martin Pengelly
Signals Officer	Andreas Truckenbrodt
Executive Officer	Pat Costa
Past Commodore	John Dixon

Absent:

Vice-Commodore	Chris Stangrooml
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Staff Captain –

- George outlined the membership presenters for the evening and the photo contest was also explained.

Vice Commodore – • No report.

Past Commodore – • No report.

Gulf Sailor Editor – • No report.

Council of BC Yacht Clubs – • No report.

Commodore –

- Darlyne is looking forward to the year ahead.

Business Arising from the Reports –

NEW BUSINESS –

- None identified.

Motion to Adjourn by Andreas Truckenbrodt.

Meeting adjourned 20.25.

Minutes prepared and respectfully submitted by Cam. Shields, Hon. Secretary, S/V Kwinnum.



GULF SAILOR



Minutes

of the Annual General Meeting,
January 14, 2019

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

Martin Pengelly will be standing in

for Chuck Spong and Cam. Shields will be standing in for Chris Stangroom

The Minutes of the previous January 8, 2018 Annual General Meeting as published in February 2018 Gulf Sailor were accepted by Robert Sinkus and seconded by Glen Mitchell.

Business arising from the Minutes of the January 8, 2018 AGM

- None identified.

REPORTS OF OFFICERS:

Executive Officer –

- Pat gave the following meeting participation numbers for 2018: Jan. (45), Feb. (+ 2 guests), Mar. (35), Apr. (31+3 guests), May - Pub night, June 34, Sept. Pub night, Oct. (35), Nov. (29+2 guests), Dec. (40).
- Pat encourages all members to bring along guests to the meetings and have them sign the guest book. She added that it is important to for the club to continue to promote our endeavours with others.
- Pat also mentioned that burgee are always available and that all book donations will be tracked and kept current.

Treasurer –

- Martin pointed out that the most important part of the treasurer's report was the \$1932 that remains unspent from the current year and that this year the per person subsidy for the awards Banquet was only \$6.00. Phill Little moved to accept the Treasurer's Report seconded by Rob Sinkus – motion passed.

Hon. Secretary –

- Chris sent her report from a sandy beach in Waikiki. She thanked Darlyne for her assistance over the year. She enjoyed her time as secretary and invited others to consider this position on the executive.

Fleet Captain –

- Klaus thanked volunteers for their assistance at all cruises. He was pleased with membership participation.

Staff Captain –

- George encouraged members to suggest topics and speakers for our meetings. He also reminded members how important their presentations were.

Vice Commodore –

- Darlyne thanked so many for all their help over the year, and included Maryanna Shields for all her assistance at the Looney Bar.

Past Commodore –

- Thanked all members of the 2019 executive for making his job of nominations an easy task.

Executive Officers Present:

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

Absent:

Hon. Secretary	Chris Stangroom
Hon. Treasurer	Chuck Spong

Signals Officer –

- No report.

Gulf Sailor Editor –

- Suzie said her official report will be a part next newsletter and reminded all that contributions are always welcome.

Council of BC Yacht Clubs –

- Many stern ties were established in the more popular anchorages.

Commodore –

- John thanked all for such a good year. He gave a special thank you to this years executive for all their contributions.

Business Arising from the Reports

- George presented Nick Palmer with a trophy for his presentation on his trip to Alaska (and back). Suzie presented Doug MacLeod with the Gulf Winds Trophy for his story on the Gulf Yacht Club that was submitted to the Canadian Yachting Magazine.

NEW BUSINESS:

- Election of Officers - Your proposed slate of officers for 2019 is:

Commodore	Darlyne Farrell
Vice-Commodore	Chris Stangroom
Fleet Captain	Fred Bains
Staff Captain	George Bamford
Executive Officer	Patrica Costa
Hon. Signals Officer	Andreas Truckenbrodt
Hon. Secretary	Cam. Shields
Hon. Treasurer	Martin Pengelly

- As Nominations closed on December 21st 2018, Commodore John Dixon declared this slate of Officers elected by acclamation.

- The incoming executive was introduced.

Motion to Adjourn by Phill Little.

Meeting adjourned 20.40.

Minutes prepared and respectfully submitted by Cam. Shields,
Hon. Secretary, *S/V Kwinnum*



Minutes of General Meeting see p. 16