

Thanks to Lorraine for this great photo of race hopefuls cheering on their craft – one already down.

Shakedown blows the cobwebs away

Not to mention marks the beginning of the mould eradication program – at least that was top of the list on *White Wolf*. What a shock this year! Despite a dehumidifier which seemed to work in past years. Back to the drawing board? Or maybe just get the sails up and forget about it all.

In the words of Bernard Moitessier regarding Shakedown preparations:

"...for a sailing boat is never really ready, as any cruising man well knows. But he also knows that by trying to prepare things too well does, in fact, do nothing more than continue to polish what is already bright, while losing sight of what really matters: to go to sea with everything fair and square, not to be a maniac for perfection."

John Dixon happened on an alarming article about the **need to update your GPS settings** if your unit is more than 10 years old. Find out why and what to do about it. See page 11.

Robert Sinkus volunteered as scribe for Shakedown and brings the event to life for all who could not attend. Lots of photos from **Lorraine** and **Andreas** contribute to the unfolding drama of Race Day.

Klaus and Liz recently added another boat to their armada: a Klepper kayak that Klaus enjoyed as a boy back east. Liz fills us in on its history and Klaus adds photos of putting it together for the first time in their back yard.

I'll leave you with this oldie, but goodie tongue twister:

Whether the weather be fine,
Or whether the weather be not,
Whether the weather be cold,
Or whether the weather be hot,
We'll weather the weather,
Whatever the weather,
Whether we like it or not.

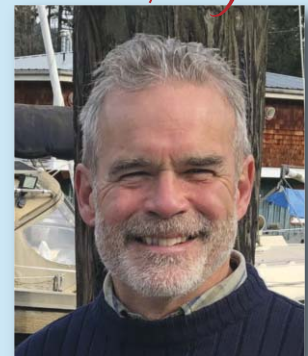
Anonymous

Suzanne Walker, Editor *S/V White Wolf*



APRIL 8

Bad Day in Horseshoe Bay



Our very own
George Bamford

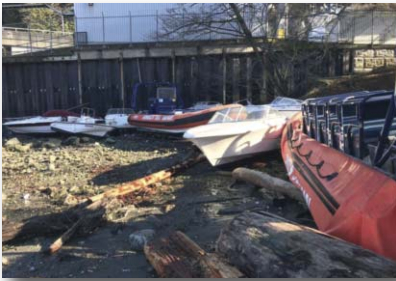
describes February's massive windstorm and it's aftermath.

Don't miss his presentation
April 8th to find out what
happened to *Hypatia*.

Continued p.2 Staff Captain's Report

GULF SAILOR

Staff Captain's Report



Mother Nature's quick and easy way to get boats out of the water.



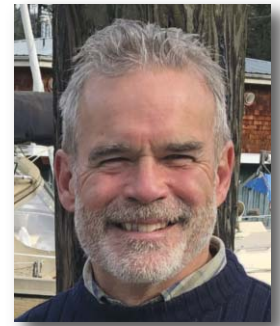
On February 9th Sewell's Marina experienced the worst Squamish storm ever recorded. Fortunately, most GYC boats are in other marinas. At our next meeting, we will hear from the one unlucky GYC sailors who was there ... and discover what happened to the equally unlucky *Hypatia*.

As reported in *The North Shore News*, Feb 12, 2019, "Matt MacDonald, a meteorologist with Environment Canada, said the wind on Saturday was the result of a powerful Arctic outflow that began Friday evening and continued for 24 hours in Howe Sound."

A weather station on Pam Rocks in Howe Sound recorded gusts of more than 100 kilometres an hour for a 12-hour period from 10 p.m. Friday to 10 a.m. Saturday, he said. BC Ferries also recorded gusts of 130 km/h in Howe Sound. Under those conditions, "the waves are able to build to very high heights. That was definitely a compounding factor."

So mark your calendars for April 8th and don't be late!

High winds broke apart a concrete breakwater, casting boats adrift from Sewell's Marina and washing them ashore. Photo Paul McGrath, North Shore News



George Bamford,
Staff Captain, S/V Somerset

Goby Cleaned up this Beach

As dire warnings swirl around the internet that there will be more plastic than fish by 2050, I like this story about how successful local recycling can actually make a positive difference.



This local beach (*where is not revealed in the original story but I tracked it down [maybe] to Malpe Beach, south of Goa on the west coast of India, Ed.*) decided to do something simple: instead of just placing a ton of boring old garbage cans around the beach, they made a giant see through fish out of some barbed wire and mesh, and added a sign to it that said "Goby loves plastic, please feed him".

The key to the success was that kids had no pleasure in recycling plastics into those old crusty blue bins, but when it turned into a game where they had to "feed" Goby it just took off.

Goby, to this day, is constantly being fed, and most of the times he actually gets more than he needs for a days meal. He's usually taken away by the city overnight to empty all the plastic that he's eaten, and then brought back the next morning with an empty stomach so people can continue to feed him again and again.

My question is, why is there not a Goby on every single beach in this country!?

Keith Bradford, January 9, 2019, yupthatexists.com

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's Report

Our sailing season has begun. It was a rain-free weekend for Shakedown. The winds were light but some managed to sail on the way to Bowen. We motored in SawLeeAh so no opportunity to shake out the sails.

It was a good turnout for Shakedown – 11 boats – and as always the food was interesting and delicious.

Most importantly, I want to thank all the volunteers who made this weekend a success. Chris bought and transported all the food for our pancake breakfast and she along with Suzie, Liz, Miles and Ragnar were up before 7am preparing the coffee, bacon, sausage, pancakes and pouring the champagne and orange juice. Cathie soon joined in as chief pancake batter maker and egg beater. This was so we could all enjoy breakfast before heading out to either participate in or watch the sailboat race. Robert won with Chris coming in a close second.



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



Lorraine and Andreas were busy taking pictures and Lorraine ensured we all picked a card for the poker hand.

Thank you Kellay for ensuring everyone participated in the 50:50 and congrats to Chris for winning – here she is with the winning ticket). A big thanks to Robert for agreeing to be scribe.

Thank you also to all those who helped wash and dry dishes on Saturday and Sunday and clean up the cottage before we left on Sunday.



Robert Sinkus' craft did NOT – sink, that is. In fact his craft almost went round the whole course twice before settling into a beeline to the finish. And Jim was quite distracted by the swan's interest in his boat and had to hover protectively the whole time we were taking photos to ensure his vessel was not attacked.



Don't forget our general meeting on Monday, April 8 and book now for the Easter Cruise to Ladysmith.

I look forward to seeing you at both events.

GULF SAILOR

Fleet Captain's Report



April is upon us!

Two cruises are coming up! Are you going?



Fred Bain, Fleet Captain
S/V Koinonia

Firstly, we are heading off to Ladysmith for our Easter Cruise and the week after we pay our respects to our Commodore with our Sailpast. We hope your boats are all "Skakendown" and ready to go.

Good Friday:

The Ladysmith cruise begins on Friday, the 19th of April for those who are able. We meet in Clam Bay at anchor for late afternoon to evening **appies** aboard *SawLeeAh*.

Saturday:

We arrive at Ladysmith around noon on Saturday the 20th at the Ladysmith Maritime Society Marina and stay two nights there.

The Ladysmith Community Marina is the first marina on your port side as you enter Ladysmith Harbour. **Call them at 250-245-1146 or on VHF 66A for your spot.**

LMS had reserved 250 feet of dock space for us until April 6th. We have 7 boats registered now so that 250 feet has been allocated. After the 6th, the dock space set aside for us and another group to register will be open for whomever applies. So, if you have not registered by the 6th of April, give LMS marina a call anyway as they will try to fit as many in as possible. The other group reserving space have, as of April 1st, only registered 206 feet of the 500 feet they had reserved, so there may be opportunities for those of you calling LMS as soon as possible.

Info For First Timers: The marina has 900 feet of Visitor moorage plus overflow space. They have a 3,000 sf floating Welcome Centre with a marina office, free Wi-Fi, complete washroom, shower and laundry facilities, plus a fireside lounge with a large TV, a large meeting room and the Oyster Bay Cafe. The price is \$1.40/foot first night (effective April 1st, 2018), \$1.10/foot for each subsequent night in the same season.

• **Potluck Dinner** on Saturday night dinner in the upstairs meeting room. **Remember!** there is NO OVEN so all food must be prepared aboard your boat. Bring EITHER a main dish OR a salad and dessert.

Easter Sunday:

- **BBQ Hotdog Lunch** at noon on the deck of the marina. hot dogs, buns and salad will be provided.
- **Dinner** will be decided depending on what is open: perhaps the pub? or another restaurant that is open?

Easter Monday:

- **Departure**

As always, we are looking for volunteers to help to make this a fun time for all.

We need a scribe, picture taker and the usual generally useful volunteer members to be involved.

Please call **Fred Bain** fb8392@telus.net or **Bruce Shuh** @ 1 250 416 1660.



GULF SAILOR

Fleet Captain's Report



Sailpast!

PROTOCOL FOR SAILPAST APRIL 27th 2019



- For anyone not having done sail past before you should rendezvous at approx. 10:30 A.M. at a point close to but SE of Caulfeild Cove West Van. **Monitor ch 69.**
- **Koinonia** is the lead boat – she will be flying the Fleet Captain burgee and a longer blue and white burgee below. Form a line behind **Koinonia** at approx. 11:00 A.M.
- The fleet captain will announce the beginning of the parade past the Commodore's yacht, **SawLeeAh**. (For those of you who do not know **SawLeeAh**, she will be the vessel parked in one spot – we hope – and displaying much bunting.)
- There may be a cannon fired to start the sailpast.
- Everyone is to follow in line astern of **Koinonia** (she will be flying the club burgee, the Fleet Captain's burgee and a longer blue and white thingy below the other two) and we will try to sail on a beam reach.
- When abeam of **SawLeeAh** salute the Commodore by either dipping your ensign or luffing your jib.
- Clear the area of the Commodore's boat as soon as possible.
- Proceed to Snug Cove for the reception in the Summer House.

Fred Bain, Fleet Captain
S/V Koinonia

Most important: please send regrets in writing to the Commodore if you are unable to attend.

Be sure to register your boat for a spot on the dock by April 18th at Union Steamship Marina.

1600 Hrs • Happy Hour in the Summer House.

The Commodore will provide the first drink for each person.

1800 Hrs • Potluck Dinner in the Summer House.

The Commodore will be bringing a ham.

Bring EITHER a main dish OR a salad and dessert.

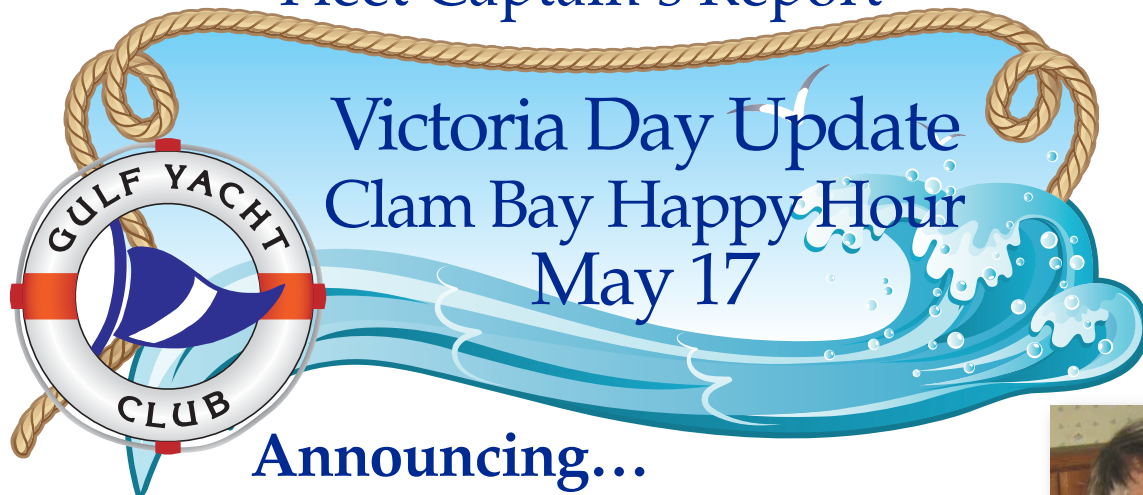
We need volunteers again: a scribe, picture taker(s), someone for doing the 50/50 and Poker Hand and general help around the Summer House would be welcome.

Please contact **Fred Bain** fb8392@telus.net or **Dar Farrell** at dar.farrell@gmail.com if you would like to help out. Thanks.

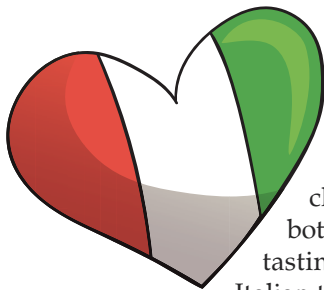


GULF SAILOR

Fleet Captain's Report



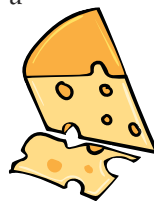
Announcing... Change of Theme for May Cruise!



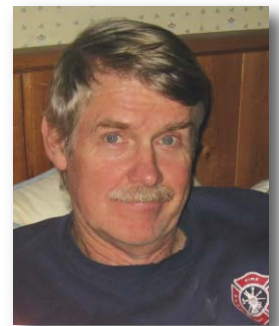
The executive wants to try something different this year and change from a costumed event to an **Italian theme party**.

We're asking you to **bring something Italian** for Happy Hour: Italian olives, cheese or other snacks, and a bottle of Italian wine for the wine tasting. Any other ideas with an Italian theme are most welcome.

We will celebrate good food, good wine and good friends! Caio!



Designed by Freepik

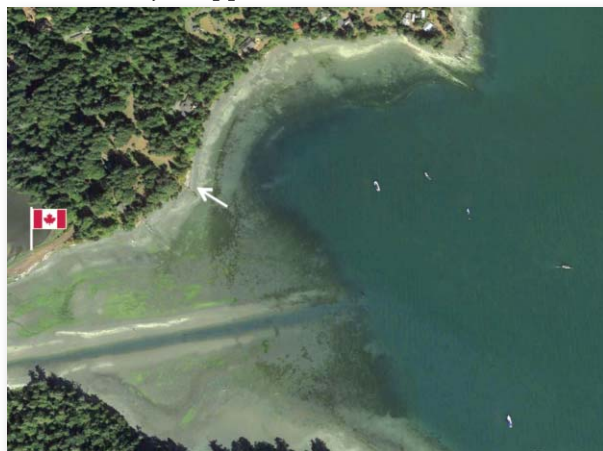


Fred Bain, Fleet Captain
S/V Koinonia

Ron and Eleanor's Happy Hour on the beach!

We would like to invite any GYC Thetis weekend Friday night Clam Bay visitors to a 1700 hrs happy hour(s) on Hollyberry – either at our home or on our waterfront spit; weather dependant.

Our beach is just opposite the entrance to the 'cut' channel between Thetis and Penelakut and has a picnic table and a Canadian flag evident. The tide is favourable for dinghy access in the late afternoon.



Of course anyone arriving early at Telegraph marina is also invited, we can pick up or it's a pleasant 25 min walk. Our lot number is 101 Hollyberry Lane. Right turn off Marina road behind the marina, a half K(or less) walk along Pilkey pt road, we're the first right after the recycle center. It's well signed. Walk up the lane taking the switchback and we're at 101 near the top of the hill if you come that way. Our phone numbers are all in the roster.

Hard to believe it will soon be a year already that we've been here!! It was an eventful winter to be sure.

Hope to see you all soon. Cheers all,
Ron and Eleanor



GULF SAILOR

Klepper Kayak a Happy Memory

The Klepper patented 'Snap-Lock' assembly system allows you to assemble any Klepper in under 20 minutes. I'm thinking it would have taken Klaus a bit longer...

In the late 1950's Klaus' father bought a Klepper kayak. He, with his wife and Klaus, sailed it in lakes and rivers in Quebec and Florida. Once when it tipped Klaus was on shore with his grandmother. He

was worried because his Dad's camera was in the boat. He knew his parents could swim so that was not a concern. And the camera survived.

And once when Klaus was paddling with his mother they encountered a large moose who promptly took off. They could hear it crashing through the woods for about five minutes. Good memories.

We recently inherited Klaus's Dad's Klepper kayak. We had it shipped here from California with a load of other things from his Dad's estate. Klaus had to purchase a new skin for it but otherwise it was intact.

Klepper folding kayaks are hand crafted in Rosenheim, Germany. They have been built there for over 100 years, originating in 1907 by Johann Klepper. With their patented "snap-lock"

assembly it can be assembled in under 20 minutes.

They are unsinkable due to the integrated air tubes on both sides. They also have lee boards and so are very stable. The hull topside is made of waterproof cotton and the bottom side of TPU/Hypolon. The frame is of birch and ash and the individual pieces are joined together by the patented anodized aluminum fasteners.



Liz Reiniger,
S/V Moondance



Bow frame above, Stern frame, right



*Left, rear view;
right, front view*



*Above: bow and stern inserted
into skin*



Klaus' kayak is designed for two people but when he was a young boy he would sit in the front while his parents occupied the seats. The kayak also has a mast, a gaff, a jib and a main sail which you can see in the top photo. We hope to enjoy it in BC waters.

GULF SAILOR

Shakedown 2019 on Bowen

The forecast flip flopped several times, but in the end the weather was wonderful, with light winds allowing for a close reach up Howe Sound on Saturday.

Boats and Crew in Attendance:



It took some *Willpower* to get up early on Saturday for the first cruise of the season, and **Doug and Mariette** had that in spades. On the way over, there were faintly heard cries over the water of the *White Wolf* sightings, and this was particularly mystical as **Miles and Suzanne's** boat had been at Snug all day. There were rumors of *An Affair* between **Kellay and Bob**, but the *2nd Chapter* really began for **Jim and Cathie**, and it was all on such a *Beautiful Day* with **Andreas** arriving without his dear Christina who apparently had a momentary case of insanity thinking that skiing was more fun than sailing.

The early onset of the sparkling summer sunset – or the *Somerset* as some like to call it – was enjoyed by **George and Lorraine** and many got to also see that spectacular scenery gleaming as brightly as freshly those varnished handrails.

Close to Snug Cove (for those with up to date charts) is of course a jewel of an anchorage in the elegant *Christie Cove* where **Ragnar and Chris** were to be found. Early on Saturday, we *SawLeeAh* – we found out that it wasn't actually princess Leah, but **Dar**, every bit as gracious as our designated weekend hostess-with-the-mostess, with her handsome **Rod "Skywalker"**.

As evening came and all went to bed, I arose from my berth to witness a *Moondance* hosted by **Klaus and Liz**. Sailing home, **Buck** and I (**Robert**, 'the-man-in-shorts') were jolted into *Reality* when **George** proved to be a *Contender*, raising full canvas and sailing out into the freshening wind to QA before sailing home.

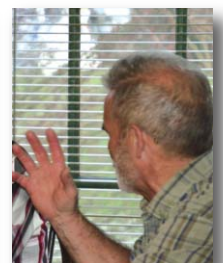


Robert Sinkus,
S/V Reality

Pot Luck: Foods and other notes...

The feasts of the GYC have been known to be wonderful and this year was no exception. The appies included pate, pickled herring, lox with a creamy caper sauce, seafood wrapped in pastry with a shrimp cocktail sauce that I heard was super delicious, but disappeared before this discerning food critic could even get a taste. There were soft cheeses with grapes, peanuts, and mixed veggies with dip. And there was a wonderful dish that I can't read my handwriting scribble to transmit here, but I'm sure it was good and deserves to be remembered!

And then there was wonderful dinner starting with chicken, kale salad, Waldorf salad with apple, meatballs, beef masala, chili, chicken in an almost stew, saffron rice, regular rice, baked salmon, honey garlic chicken, and chutney. Desserts included stuffed Crepes with sour cream and strawberries, cake with a butterscotch frosting, and peanuts.



GULF SAILOR

Boat Building Chaos

Last year, I made a point of spying on all the engineering and fabrication methods with the intention of using such slyly obtained knowledge to build a strategy to create a powerful entry this year that would be the beginning of a new reign (insert evil overlord laugh here). My final plan was to sit beside and imitate **Martin** (our reigning Champ), except to increase the sail area and LWL. Much to my chagrin, I learned that Martin would not be attending, so my otherwise best laid plans were dashed. Still I managed to channel my inner Martin, combined with vague memories of the Oracle America's Cup Catamarans. **Miles and George** once again provided a host of materials and tools with which to build our boats.

Rod had the most uniquely shaped boat – clearly inspired by Alien technology from a galaxy far far away. **Ragnar** planned for a wind shift, with a sail designed for beating, and reduced his displacement significantly with his choice of a foam keel. New this year was the allowance of beer cans, which **Chris** used well to her advantage building her cat. **George B's** boat showed the most craftsmanship, with extensive use of traditional rope rigging to bind his hull together (see pic below). He even used authentic foam from the 1700's (that's foam he found around 9 pm) for outriggers. **George P** also took a page from modern designs, choosing to use a solid sail.



Five intrepid boat builders in the early stages, hoping their crafts would get them onto the podium this year – especially as Martin was not here. Jim was particularly confident, with cause as it turned out. Miles, was continually teased about his over-ballasting problem. George eschewed many of the modern materials available, at least until late in the evening, trying to stay true to the wooden boat ethic. Ragnar's craft, Boardwalk, on the other hand looked sleek and modern. Rod's creation was by far the littlest boat we've ever had in the fleet with a sort of solid non-sail. And then there was Robert's, the biggest boat ever, with an enormous sail. Everyone went off to bed to dream of the race in the morning. Had they done enough?



Deelicious Breakfast

Breakfast appeared magically after **Chris, Suzie, Ragnar, Liz, Cathie and Miles** were up early and started it. Miles also poured the champagne and OJ. And it was wonderful – succulent eggs with juicy sausage and bacon – deelicious!



GULF SAILOR

The Great Race



With stomachs full, we made our way to the start line for the great race. There was much discussion with the race committee regarding the wind direction, and eventually the wind filled in and it was decreed that the race would be from A dock to shore.

As a novice, I simply looked at what seemed to be the favoured end of the race course – the side that was closest. I squeezed in at the very end, and must have either offended my two boat neighbors, or really needed a shower because they moved down the dock to the middle of the fleet. I had the pin, and thought this would be my advantage.

The race was started, and my craft took an early lead, and



then turned behind the bow of *Christie's Cove*, going back and forth, perpendicular to the wind. The rest of the fleet was in clear air and making way. There was some jostling for first. At one point, Rod had the lead. I watched in angst as the fleet all passed my craft which continued to go back and forth caught in the eddies behind Christie Cove's bow. About a third of the way down the race course, Chris began to pull away (below, second from left) from the fleet – her beer can catamaran design clearly was coming into its own.



At the halfway mark, she was building her lead, and then my craft broke free and started to sail sideways behind the entire fleet, parallel to the start line – dead last, but at least moving. It started to turn downwind, and then surprised me. I had set the sail at the bow to head downwind without the need for a rudder, but she



turned to go downwind backwards, and then picked up speed. Chris was looking untouchable way ahead of the fleet and putting it farther behind her. I thought I might still

have a good shot at second place. There was a commotion within the fleet. Miles had used a secret weapon – tape to hitchhike onto another craft, and it held its tenacious grip all the way to the end of the race.

My craft kept going faster, and it seemed that shore was a bit farther. She blanketed Chris's boat – a standard downwind race tactic, stealing her wind – and sailed past



to pause 5 feet from shore, before moving into shore (below right) and the winner's circle followed by Chris and then Jim and Miles (left), tied (as it were) for third.



Most boats completed the course, but George B's fell at the last post. Ragnar graciously rescued

those that did not. A passerby was fascinated with Doug's boat and removed and studied it with its beautiful blue sail before returning it to the gangway onto our dock. Following the race, pictures were taken for the media (see Commodore's report), prize money handed out, sponsorships from major corporations were awarded.-). Continued p.11 Shakeown Weather...



GULF SAILOR

Shakedown Weather Roundup (rain, sun, wind)

Two weeks out and the forecast was less than ideal. After a brutal February of snow, cold and rain, I was hoping the weather would turn. At the March GYC Meeting I learned lots about our Geology from the great presentation by Glen Dickson.

Coming home from the meeting in a nasty downpour that was threatening to turn into snow, I checked out the two week forecast. It was calling for the warming that was about to begin to end by the Tuesday before the cruise with highs of 9°, lows of 5°, and 5mm of rain on Saturday, and 25-30 mm on Sunday. But fingers crossed, we had two weeks ahead for it to change for the better. I was hoping the weather had used up its quota of wet and stormy weather for the year. (Hey I can be hopeful ;-).

Anyway, by Wednesday, the forecast was now for a dry weekend – the nautical Gods are favouring us, but alas, with less than a week to go, the forecast was wet again. The forecast flip flopped several more times, but in the end the weather was wonderful, with light winds allowing for a sail at about 3.5

knots on a close reach up Howe Sound on Saturday. The rain held off and all in all it was a wonderful weekend.

Heading home, I was sailing at 3 knots across Howe Sound, and then the Westerly wind from the Strait began to fill in. George on *Contender* raised his sails and I followed. Seas were mild with wind of 12-15 knots, gusting to 17 knots on the way to QA. I was making over 6 knots beating to weather with very few waves – wonderful conditions, and felt thankful that George had chosen this route – even if his boat appeared to be getting smaller and smaller ahead of me. Getting close to QA, the wind began to ease, and after turning east, the apparent wind reduced further as I was now going downwind and riding a flood. So I raised the Gennaker I had only used once before, and initially sped up to 3 knots, and then 4 to 5 for much of the way before finally dropping and packing her, and then heading into Burrard Civic.

All in all a wonderful weekend. Hope to see even more of our crew out for Sailpast (if not Easter)

Warning to Users of Old GPS Equipment

The Maritime and Coastguard Agency has issued a **warning to users of older GPS navigation equipment concerning a date rollover that will take place on April 6.**

GPS systems store Week Numbers as a 10-bit binary number which allows for a maximum of 1024 weeks (19.7 years) before resetting to 0.

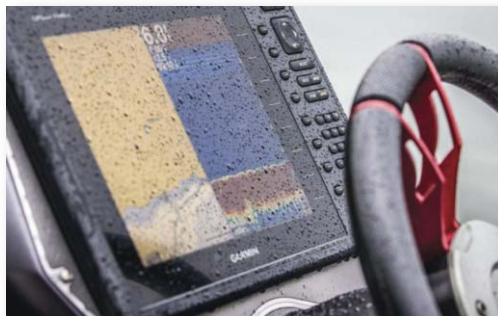
At that point, stand-alone GPS receivers and systems using GPS chips, could produce data that is 19.7 years either in the past or future, therefore generating errors in both the GPS position and time.

As this system was first rolled out in 1980 there has already been one rollover, meaning manufacturers should be aware of the situation.

However the organisation says that equipment older than 10 years or that has had no firmware updates could be at risk. Relatively new equipment and units with firmware that is regularly updated are at lower risk.

The MCA has published the following 'Actions to take':

1. Ensure all recent firmware updates are completed.
2. Check with your GPS manufacturer for further information on GPS-dependent equipment and identify what action, if any is, required by the operator.



3. Identify what effect this could have on your current operations, PNT (position, navigation and timing) solutions and potential issues if failure occurred.

4. Operators of such equipment should monitor and, wherever possible, verify their equipment for any errors.

Luke Hallett, Radio Spectrum Policy Co-ordinator for the Maritime & Coastguard Agency, said: "If your GPS is more than 10 years old or it's had no firmware updates then you're definitely at higher risk of you GPS not working from 6 April.

"If your GPS falls into either of those categories you need to check with the manufacturer before April 6, otherwise time and position data used for navigation could become inaccurate. It's important that GPS users check their systems as soon as possible to ensure that they won't be affected by the impending rollover."



John Dixon,
S/V *Tantramar*

This issue could create serious problems for many GYC members, including me, but depending on the system you have, the fix is not all that difficult to effect. **Contact your GPS manufacturer.**

GULF SAILOR

Sunshine Coast land's sale listing spurs call for conservation

"It's as close to heaven on Earth as you can get," said Robert Rothe, president of the Princess Louisa International Society, a non-profit dedicated to the preservation of the inlet.

Nearly 2,000 acres of land in one of B.C.'s most stunning fiords is up for sale for \$3.2 million, prompting calls to turn the undeveloped land into protected park land.

The 1,783-acre Sunshine Coast property — boasting more than four kilometres of ocean frontage, but also granite cliffs and steep terrain — is located on the south side of Princess Louisa Inlet, a popular destination for tourists and Pacific Northwest boaters.

The listing says the property "adjoins conservation land." It presents a "large timber component and carbon credit potential" and could be turned into a "private retreat and land bank for long-term investment or conservation project."

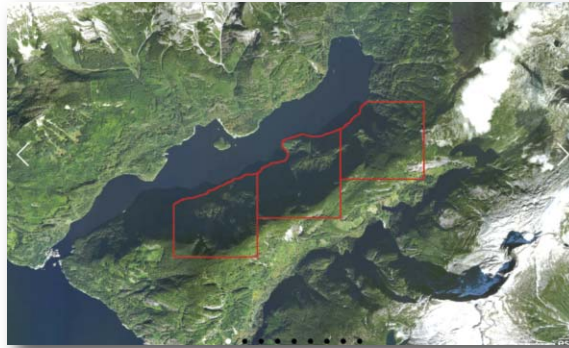
"A rare opportunity to purchase such a significant ocean-front acreage so close to Vancouver," it states.

The property, made up of three parcels of land, is owned by a holding company registered in Vancouver. It bought the land in 2015 for \$3.2 million. In 2017, B.C. Assessment assessed the properties at \$711,000.

The listing triggered calls on social media for the land to be protected. Suggestions included a provincial park with camping sites for boaters and kayakers and a co-op-owned recreational wildlife area.

Rothe, based in Washington state, said it would be in the best interests for Canadians to have the site preserved. Any full-on logging — a difficult endeavour because of the steep terrain, he noted — would be a tragedy.

"You would have so much scarring it would take away from the beauty of what God created and turn it into an industrial



park," Rothe said.

The area at the head of the inlet, near Chatterbox Falls, was owned by homesteader James MacDonald, who donated it to the society in 1953. The society turned the land over to the provincial government, which established the Princess Louisa marine provincial park in 1965.

Bill Ireland, a Vancouver-based director of the society, said the group's objective is to acquire more land along the shores of the inlet to preserve it for the public's benefit.

"I suppose if we had the opportunity to buy that land at a price the owners would accept, we would do it," he said.

The asking price, however, is "beyond our present reach." Rothe said the society is open to work with parties who want to preserve the land.

Other locals aren't too concerned who buys the land, so long as they are good stewards.

Bryce Christie, owner of Sunshine Coast Tours, which provides boat tours to the inlet, said what's needed is long-term management.

Done properly, over the ridge where it won't be visible from the water, logging won't damage the inlet, and could help prevent forest fires, he said.

"It's a spectacular inlet, a marquee destination for the province and a tourism draw," said Christie. "It's worth protecting, but I want to make the point that protecting it doesn't mean not touching it."

Vancouver Sun 18 Dec 2018, CHERYL CHAN

Many thanks to Chris Stangroom (below) for giving me the story. Ed.

Minutes of General Meeting Cont. from p.13

- smooth the way at events and rendezvous. Faster and easier orientation is the goal.
- Over the past couple of years some GYC members have retired and moved out of the Vancouver area and some have gone from sail to power. Your Executive is reviewing the definitions of memberships and when this is completed these changes will be presented at a Special General Meeting in the Fall.
- This year, 12 members did not renew with 8 boats leaving the Club. To date, we have 54 Active Members, 2 Honorary Life Members, 9 Non-Resident, and 5 Non-Active Members. There are 45 sailboats and 3 powerboats in the GYC.
- Former member Eileen MacBean is looking to sell her boat (Seven ½%) and would be interested in crewing.

Business Arising from the Reports –

NEW BUSINESS –

- None identified.

Motion to Adjourn by Phill Little, seconded by Anne Trudel.

Meeting adjourned 20:15.

Minutes prepared and respectfully submitted by Chris Stangroom, Vice Commodore, S/V Christie Cove for Cam. Shields, Hon. Secretary, S/V Kwinnum.



GULF SAILOR



Minutes

of the General Meeting,
March 11, 2019

The meeting was called to order at 19:40 hrs by Commodore Dar Farrell.

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

Business arising from the Minutes of the previous meeting

- None identified.

REPORTS OF OFFICERS:

Executive Officer –

- Pat reported that there are 25 present with two guests, members of Thunderbird Yacht Club, who were interested in checking out the GYC as their membership is declining.
- Pat had New Member packages ready and presented them to Chris Walford and Deidre Bain. Deidre is member #592 and Chris is member #593.

Treasurer –

- No report.

Secretary – Dar gave Cam's report

- Cam has completed the Roster. He wanted to express his thanks to Ken and Suzanne for the assistance getting it ready.
- Martin will have it printed when he returns from his trip so each boat will get a hard copy.
- Andreas to send out a PDF to the membership in the next two days (as of these minutes the PDF has been received).

Signals Officer –

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

Fleet Captain –

- Fred gave a progress report on the upcoming rendezvous. The first is Shakedown, 10 boats registered so far, make your reservation soon or you may lose out on space at Union Steamship, Snug Cove.
- Next is Easter at Ladysmith. Several boats are signed up already, make your reservation soon as space could be limited.
- Sailpast, last weekend of April, book now with Union Steamship Marina, Snug Cove.
- Victoria Day – the theme this year is "A Night at the Circus".

Staff Captain –

- Speaker for next month not confirmed yet, it will be a surprise!
- The May General Meeting is a Pub Night. We will meet again this year at the Holiday Inn Pub over near the 2nd Narrows Bridge – it was a big success last year.

Executive Officers Present:

Commodore	Darlyne Farrell
Vice-Commodore	Chris Stangrooml
Fleet Captain	Fred Bains
Staff Captain	George Bamford
Executive Officer	Pat Costa
Signals Officer	Andreas Truckenbrodt
Past Commodore	John Dixon

Absent:

Hon. Secretary	Cam. Shields
Hon. Treasurer	Martin Pengelly

Vice Commodore –

- Chris is looking into ordering clothing with our GYC logo, i.e. hats, Tees, vests etc. Asked membership to think about what they would prefer. Several have indicated that a wide brimmed hat would be preferable to the baseball cap. Research to be done on pricing etc. for next meeting.

Past Commodore –

- No report.

Gulf Sailor Editor –

- Suzanne is down with the flu but Dar said her message would be "get your stories to her!"

Signals Officer –

- Andreas presented a summary of the survey sent out to the membership. It seems we are on the right path to making it work for the majority. The Executive is to discuss all aspects of the survey and present any changes due to the feedback to the membership.
- It has been determined by the Strategic Committee there are five areas to focus on:
 - Membership recruitment
 - Refresh games at rendezvous
 - Revisit the sailing aspect of the GYC
 - Locale changes for cruising destinations
 - More Membership involvement in club processes
- Andreas has completed a master sheet of email recipients for the Club. First Mates and others who are not members are on a separate sheet and will also receive the pertinent emails including a copy of the PDF Roster. If you are not receiving the emails you expect, make sure to contact Andreas.

Council of BC Yacht Clubs –

- He will send a link to the Council of B.C. Yacht Clubs that he asks us to fill out and send to them as feedback on their stern tie program.

Commodore –

- Dar reported that Cam spent many hours compiling the Roster and he has put forward a proposal to the Executive to streamline the process in a more efficient way. The Executive to look at this to instigate change for the 2020 Roster.
- The Executive is drawing up a revised process for welcoming new members so they get all the information needed along with a "buddy" member to

Minutes of General Meeting Cont. p.12