



GULF SAILOR

CRUISING UNDER SAIL



Sailpast was a blustery affair with SawLeeAh accepting a lone salute from Beautiful Day. Thanks Fred.

Sailpast 2019 One for the Record Books!

It was gusting 73 at the airport and the water in English Bay was nasty – contrary to the appearance of calm in the photo. One clue to the real conditions might be that there are **NO OTHER BOATS** to be seen in the vicinity. At Jericho winds were blowing 35 all day and even in the sheltered waters of the Rowing Club, over 25.

Several GYC stalwarts tried, but failed, to get to Sailpast this year. Words like 'maelstrom' were used to describe wave action, 'howling' and 'blasting' to describe the wind, and Rod is reported to have commented that he "had not seen seas like this since we had been off shore"! They share their stories, ensuring this year's Sailpast goes down in GYC history as, in Chuck's words, "one of those 'remember-when' stories."

Many thanks to **Lorraine** for rounding up the Sailpast stories and to **Dar**, our Commodore, for her enjoyable report – she routinely goes above and beyond to involve all members, even they are unable to actively participate.

Robert Sinkus, and his trusty sidekick, Buck, had a long weekend full of challenges too – the Easter cruise to Ladysmith was not all chocolate bunnies and steamy bratwursts for them. I am sure that upon reading his story you will be nodding your head and thinking "been there, done that" sympathetically.



Check out the **details of the upcoming Victoria Day Cruise** – just a week til we meet in Clam Bay. **Fred**, our Fleetie, and **Deirdre** have had a run of bad luck of late, so we must all cross fingers that they and their boat will soon be ready to go. And finally, **John Dixon** inform us that Canadian Hydrographic Services have made a copy of their *Sailing Directions* free for downloading. Check it out.

And don't forget we meet at the pub on Monday. See you there.

Suzanne Walker, Editor S/V White Wolf

MAY 13TH

PUB
Night

Seymour's
Pub

Seymour's Pub in North Vancouver, is a true community pub with great food and drink. Catch up with friends and start thinking about your summer cruising plans!



Continued p.4 Staff Captain's Report

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

It has been a busy and eventful month with Easter weekend and Sailpast.

At **Easter** we set out at 7am on Friday morning and headed out into English Bay in dense fog. It was an eerie feeling – like being in suspension – only having radar to 'see' images of the ships anchored in the Bay.



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

Once through the fog bank it was an easy passage to Porlier and on to Clam Bay where we anchored along with John on *Tantramar* and Miles and Suzie on



White Wolf. Jane and Martin on *Kailani* sailed on directly to Ladysmith. Chris and Ragnar on *Christie Cove* arrived later. Ron paddled over in his kayak and joined us for drinks and appetizers on *SawLeeAh*.



And finally, Robert on *Reality* arrived just as the sun was setting so he unfortunately missed happy hour altogether.

The next morning we had an easy sail under clear skies to Ladysmith where **Bruce and Adele Shuh** met us as we all arrived. Many thanks to them both for

that and for arranging for the room where we have our pot luck dinner. Adele also brought along great decorations which she and Jane used to make a most festive setting for our dinner. **John and Karen Laing** opened up their new home and invited us there for appetizers before dinner. As always, the pot luck dinner was an event with delicious choices. **Bruce**, thank you for saying grace before dinner. **Chris**, thank you for leading the discussions (and hilarity) after dinner. Sunday, we enjoyed BBQ Bratwursts with all the trimmings including fried onions. Thank you again **Chris** for buying and bringing all the ingredients and thanks to **Ragnar and Miles** for cooking up the Brats and onions. **Bruce and Adele** made arrangements for those remaining to have dinner that night at the pub. It was a great weekend.



Our next event was **Sailpast** and of course I was looking forward to this. Friday night we stayed on the boat at the marina and all night I listened to the wind howl. Saturday morning our plan was to leave early in order to get anchored and be ready for the boats to sail past us. However, the wind was still blowing, gusting to mid twenties and time was moving on. Then we heard a knock on the deck. It was **Andreas and Cristina** who had stopped by on the way to their boat and said they would help us get off the dock. We waited hoping for the wind to abate but it was getting late and we needed to leave. Thankfully, **Andreas, Cristina and Mike**, our neighbour, arrived to help us depart.

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As we headed out we saw *Beautiful Day* behind us and it certainly was a beautiful day except the wind was strong, still gusting, at times, over 20knts.

We heard from our friends as they contemplated what to do. It was important to me that no one attempt something that would put them or their boats in danger. We knew that the wind made it impossible for many to even leave their docks and some had to turn back because they could not make headway in the wind and seas. Rod did comment that he had not seen seas like this since we had been off shore!



We kept *Beautiful Day* in our sights as we headed toward the anchorage. When we arrived we were amazed at how quiet it was even though it was still blowing hard in the Bay. At 11am, **Andreas** blew the horn and announced on the radio that the parade was to begin. Then he and **Cristina**, on *Beautiful Day* motored by, saluting me. Thank you Andreas and Cristina for being there. And thanks to **Fred** for the two longshots he took of the moment!



Thank you also to all those who had planned to be there but couldn't due to the weather and called on the radio or phoned: *White Wolf*, *Tantramar*, *Forever Young*, *An Affair*, *Christie Cove*, *Demara*, *Kailani*, *Lucy May*, *Moondance*, *Somerset*, *Tantramar*, *Willpower*, *Windstrel*. I hope I did not leave anyone out.

The day was not over and we motored over to Snug Cove where we met at the summerhouse for another GYC potluck dinner.

Many thanks to all of you who came by sail or ferry to celebrate sailpast: Andreas and Cristina, *Beautiful Day*, Chuck and boat partner and friend Jennifer, *Winstrel*, Suzie and Miles, *White Wolf*, Chris and Ragnar, *Christie Cove*, Jane and Martin, *Kailani*, Deirdre and Fred, *Koinonia*, Anne and Ken, *Naida*, Lorraine and George, *Somerset*, Doug and Mariette, *Willpower*.



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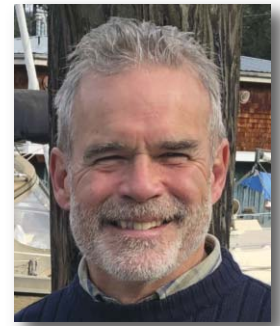
Staff Captain's Report

Monday, May 13th is Pub Night and it will be held at **Seymour's Pub**,
210 - 720 Old Lillooet Road, North Vancouver.

Get there by 6:00 to get your order in before the rush.

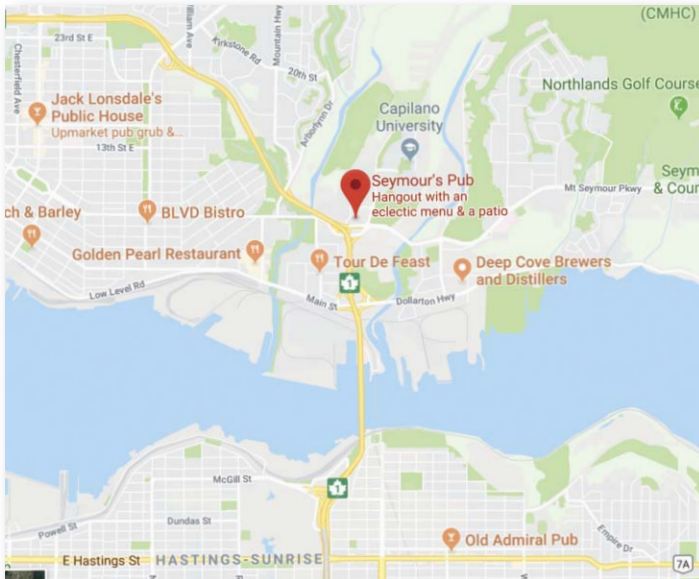
Space for 40 people has been set aside so hope to see you there.

The Pub boasts a large drink selection and has an extremely wide variety of menu items, from Chicken Masala, to Pad Thai, Chow Mein, Burritos and Perogies – apart from all 'the usual suspects'. Something for everyone and Black Bean Cigars too?!



George Bamford,
Staff Captain, S/V Somerset

If you're curious check out their offerings at seymourspub.com.



The Waters to Sailpast Paved with Good Intentions

Many GYC members were prepared to attend this year's Sailpast and celebration at Bowen Island. So intent were they that the 30-40 knot wind forecasts alone did not dissuade them.

In addition, many listened to radio conversations with Commodore Dar on conditions SawLeeAh encountered. Others watched small boats fighting the wind and wave action. Some witnessed ferries having to tack across narrow Gulf Island passages. The *Lucy May* tried and failed to depart due to cross winds. See Roger Pearson's report of his near departure below and accounts by three other members who made valiant attempts to fight conditions to attend Sailpast.

LUCY MAY – Roger

Lucy May was ready and eager to Sail Past Commodore Dar. At Jericho docks the westerly was a steady 35 knots for all day. We waited till 1600hrs, wind never reduced, sometime gusting 37. It was not possible to get out of our berth due to the cross wind. Glen and I played crib and consumed cider and beer to while away the 6 hours.

CHRISTIE COVE – Chris, Ragnar

The wind howled through the Heather Street Marina starting about 3:00 a.m. I kept rolling to port as the wind blasted into False Creek and caught *Christie Cove* broadside, leaning us into the dock with each gust. By 7:30 a.m. we knew we would not be able to safely and easily get out of our slip until the wind subsided. Keeping in touch with Commodore Dar, we knew they were going to "give it a go"!

We debated at length (being paid up members of the FOMS: Fear of Missing Something), but looked at the standing waves in False Creek and the wind meter which read 22 knots pinning us to the dock and knew we weren't going to "give it a go"!



Christie Cove Continued P. 5

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Christie Cove Continued from P. 4

A lovely drive along the water, passing a sea of white waves in English Bay, sailboats on the rocks, power boat bashing through white water and we knew we had made the right decision. The ferry from Horseshoe Bay to Snug was a comfortable ride. I was happy.

The gathering of GYC members at the cottage in Snug is a testament to how we love a club rendezvous, love to have a wind story to tell, and really like to eat together. We all gave a hearty salute to Rod and Dar for their brave effort. Saturday could go down in GYC history as the first one-boat-wave-by-Sailpast ever. **Kudos to SawLeeAh and Beautiful Day** for making it happen!

WINDSTREL – Chuck with Jennifer

This year's Sailpast was a real blast.....of wind and waves. Whitecaps in view from Upper Levels highway gave credence to the 30 to 40 knot wind forecast. Even the sheltered Thunderbird Marina was rocking. But, you know how it is....30 to 40 knots might be the maximum wind expected with such a forecast. One might muse that the 24-hour forecast is often overstated or will ease up after one departs the slip. Right? Wrong, this time!

Fighting a broadside wind, Jennifer and I finally departed and headed for the Strait. It soon became apparent that the wind was full force. *Windstrel* was pounding hard into the waves with lots of water pouring over her deck and being almost stopped dead by each new wave. The sea was a bloody maelstrom! Rounding Point Atkinson was a rather hopeless prospect. To heed the wisdom of Shakespeare's Falstaff, "The better part of valour is discretion", I called the Commodore to report we were an "old crew on a little old boat, we were taking a beating and taking on water". We changed course and headed for Snug Cove.

BEAUTIFUL DAY – Cristina and Andreas

We woke up, had a quick look out the window...a sunny sailpast...this is gonna be fun! The gale force winds don't sound so bad...maybe we can do some sailing for a change!

The first clue to what lay ahead were the surprised looks on the dock when they realized we were planning to go 'out there'. A little later we needed help from three people on the dock to get out of our slip...but there were no waves in Coal Harbour – just some great wind for sailing – can't wait!

As we were going under Lions Gate bridge we saw the turbulence ahead and *SawLeeAh* being thrown around like a toy boat...the skipper assured me "it's all good"...so we just kept going. The second clue that all was not quite what we'd hoped, was when our attempt at sailing was thwarted by massive waves and again when a huge wave claimed one of our kayaks! The waves were indeed colossal and I decided there was to be no eating or going to the head for the time being.

Congratulations to Dar and Rod, Andreas and Christina for making the Sailpast!

Although missing the actual Sailpast was disappointing, it was a pleasure to be with those who sailed to Bowen Island and with those who came by ferry.

This year's Sailpast was an historical event – certainly worth recording, reporting and retelling. One of those "remember-when" stories. We will talk of the 2019 Sailpast when other Sailpasts are forgotten. We will tell of how Commodore Dar, Rod, Andreas and Cristina made it when no one else did. Good job Skippers!

KAILANI – Martin, Jane

To go or not to go: Like most people I checked the weather forecast in the morning. They were promising 30+ knots, but as this was Sailpast I felt we should make the effort, I say 'we' but Jane was (is – editor's note) a lot smarter and said, "I will take the ferry". I headed out of False Creek going under the Burrard Street bridge. It did not seem too bad. As I got out around Vanier Park somebody started throwing buckets of water over me and bouncing my boat around. I could see that the wind had been strong for a long time as two boats had blown off their moorings and were wrecked on Sunset Beach. Two others had their sails blown out.

Originally I thought if I could get out far enough to head over to West Van with a little sail up I would be ok, but now the seas were really stacking up and I was only making 2 knots. It was quite obvious I would never make it on time anyway. I waited for a break in the wave pattern before turning back to the dock. Though glad that I made the effort, I jumped on a ferry like other folks.

While not your traditional Sailpast, we honoured the Commodore and had a good time.

We made it to Caulfeild Cove where we found surprisingly calm waters and the Commodore looking great in her formal attire (see photo to prove it p.3). Then we looked around...where are all the other GYC boats? ..."Oh! We are it," I concluded!

Andreas reached for the airhorn which he blew at 11:00 am sharp and we saluted the Commodore! It's official...the 54th Sailpast took place!

Overall it was undeniably an adventure!



Andreas and Cristina made it in one piece but they lost a kayak en route. Here's a pic of Andreas just after docking at Bowen – one blue kayak down.

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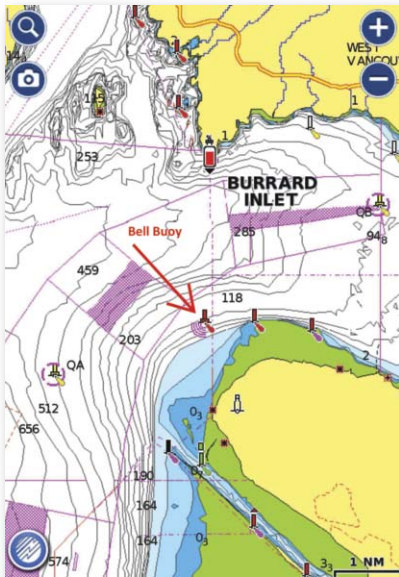


BC Ferries came to the rescue on Sailpast day, transporting many frustrated GYC members to Bowen for celebrations and dinner. I'm sure some people were secretly relieved that their boats were 'having work done' and so not available to even contemplate getting out of their slips. Miles and I could never have backed into the wind either. We'd been up since 2:00 when gusts of 45 were being bandied about by others on the dock who were also awake and worriedly checking lines and screeching bumpers. You can see it was still blowing strongly when SawLeeAh backed into her calm spot (you made it look SO easy Rod!). But the sun was out and it was a Beautiful Day, not coincidentally the only boat that actually made it to the saluting part. Well done Andreas and Cristina! And, of course, to you Dar and Rod.



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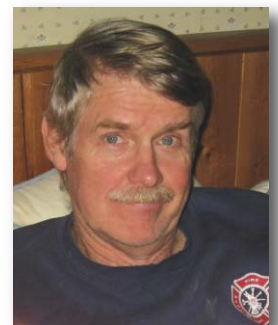
Fleet Captain's Report

**Friday: Flotilla Across the Gulf**

The cruise weekend will begin on Friday, May 17 as we head to Clam Bay for an overnighter at anchor.

There will be a "Flotilla" heading over from the east side, meeting at the bellboy near the north of Point Grey at 1300 hrs: **Bell buoy Q62: 49°17.315" N, 123°16.02 W (DMM).**

We will be monitoring Channel 69 for last minute instructions and directions. Some of us will join the Flotilla en route in the Strait. We intend to catch the 1643hrs slack at Porlier.



Fred Bain, Fleet Captain
S/V Koinonia

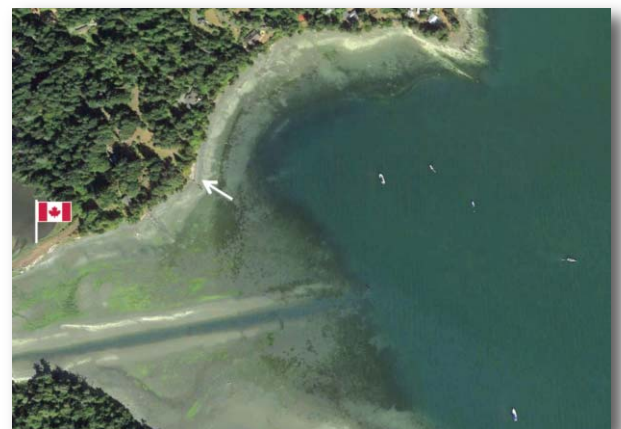
**BYOB & P Pot Luck at Ron and Eleanor's.**

We've all been invited to a **Pot Luck dinner** at their new place on Thetis which is just a short dinghy ride away if you're anchored in Clam Bay or a short walk from Telegraph Harbour for those who choose to go directly to the marina. **If you're anchoring in Clam Bay they will meet you at the beach.** Their beach is just opposite the entrance to the 'cut' channel between Thetis and Penelakut and has a picnic table and a Canadian flag evident.

To contact Ron and Eleanor, it's best to text them on either 778 235 6728 or 778 839 6728 (texts work better than calls).

If you're walking from Telegraph it's a pleasant 25 min walk. The lot number is 101 Hollyberry Lane. Right turn off Marina road behind the marina, a half k (or less) walk along Pilkey Pt Road, and they'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.

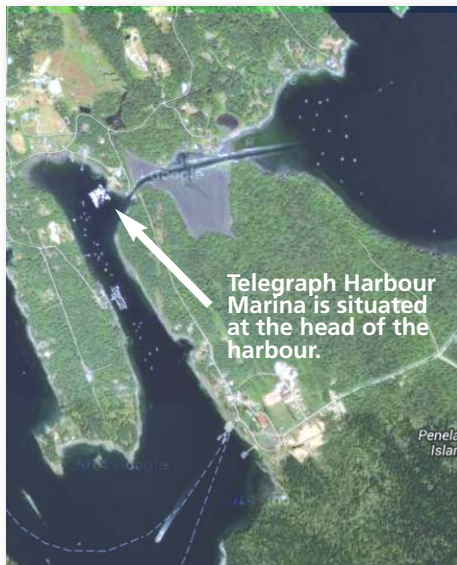
Ron and Eleanor will be supplying salads so we all need to bring 'P' – that's protein to you – a BBQ and stove/oven will be available, and of course, any 'B' that's desired.



See more of the schedule on the next page!

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Fleet Captain's Report

**Saturday: Head to Telegraph Harbour Marina**

On Saturday plan to head out to Telegraph Harbour Marina to arrive around 1200hrs. Please call them on **Channel 66A** to announce your arrival so that they can direct you to your berth on your preferred tie side. Staff have been very helpful with docking in the past.

The **Thetis Summer Market**, held at Marilyn's (the hut with pies, etc. near the marina), is starting on the May long weekend, but it is a Saturday market **10 am til 1 pm**. There will be the regular pies, etc, and probably a few crafts, soaps, and other local offerings by those ready for an early start. It's a cash-only market, by the way. Marilyn's itself is open daily, usually, but the crafts, etc. will be Saturday only. All the proceeds from Marilyn's are forwarded to needy people in the Philippines, so aside from tasty baking it's all for a good cause.

Those arriving in time at Telegraph will need to go over directly upon arrival before things close. Alternatively, a relaxing morning in Clam bay and a dinghy ride thru the cut would get you there too. Another option would be to tie up

temporarily at the government dock in Preedy harbour near the ferry dock and walk from there.

Saturday: Degustazione di vini, Antipasti and Dancing

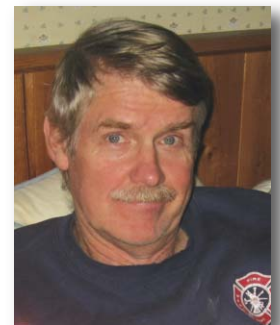
1600 hrs: Our theme this year is 'Italian' so you may want to consider that in your dietary selections. I am sure there will be more ideas than spaghetti and meatballs although who would pass that by anyway? Each boat is to bring one bottle of Italian wine for the **wine tasting**. If this is your first time at this event, they will be collected earlier in the day

for preparing as there is a friendly contest to participate in – all in good fun. **Appies** are rolled out towards the end of the wine tasting and people consume what is left over and/or bring their own drinks. For dinner you are on your own.

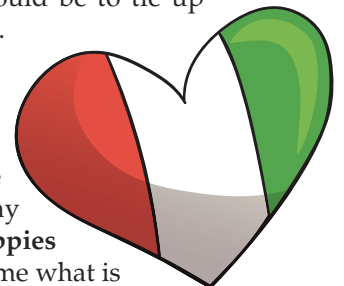
1900-2200 hrs:
Live Music for Dancing

on the lawn and shuffleboard court in front of the office. The marina has once again hired Andy and his 'band' to play – always great fun!

See even more of the schedule on the next page!



Fred Bain, Fleet Captain
S/V Koinonia



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Fleet Captain's Report



Sunday: Coffee, Hotdogs, Games and BBQ

0900: Coffee with treats at the dock

Boat Conversations are encouraged: about boat fixes, cruising plans, equipment issues. Most years someone has a windvane that needs tweaking or spreaders that need cleaning so winch crews are assembled and (lightweight) volunteers are cranked up the mast to fiddle with fiddley things up top. We are fortunate to have a good number of members who are experienced in most aspects of boating, rigging, upkeep and repairs. But don't ask for help with the head, though. :0)

1200: **Hot Dog BBQ** on the lawn, hot dogs and fixings will be provided.

1330: Games:

- Ladder Ball
- Paper Airplane Competition
- Fender Throw

After the games: Boat Celebration of George and Lorraine's new (to them) boat, *Somerset**.

1800: **BBQ Dinner:** Bring your dinner fixings to BBQ.
Prizes will be awarded after dinner.

An agenda should be available once we have arrived and as details have been finalized.
We are looking forward to a fun weekend as it usually is.

What to bring: Saturday

- **Appetizer** to share.
- **A bottle of Italian wine** for the wine tasting.
This event is optional, so if you do not wish to participate in the tasting, just bring your own drinks to the Happy Hour portion of the event.

What to bring: Sunday:

- **Coffee:** we provide the treats.
- **Your own drinks** for lunch: we provide the hot dogs.
- **Your own meat** to the BBQ, and all the other accompaniments (your own veggies, salads and drinks, desserts).

* What's happens at a Boat Celebration?



A new boat is always something to celebrate and the GYC has developed traditions over the years to help with that.

For those of you new to the GYC, the celebration consists of champagne (for drinking, not breaking) for all in attendance, provided by the new boat people.

In return they receive a lovely gift basket which is assembled from small gifts donated by all the boats attending.



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Easter Cruise 2019: Clam Bay to Ladysmith

Departing Friday, the forecast called for wet and little wind in the morning and sunny skies with wind in the afternoon. But things didn't quite go as planned ...

I decided to catch the later 5:30 slack, intending to leave Burrard Civic at 10, and get to the other side early so I could make happy hour on Saw Lee Ah!



Fogbanks and swirling clouds early on the crossing.

Third: Finally after cleaning the deck and my shoe soles several times, I was about to head out when I heard a loud crunching bang sound. A sailboat with transmission problems had hit the fuel dock/pilings and was now blocking my exit from the marina with no real maneuverability. I went to the fuel dock and helped to eventually get him safely secured to the dock.

Fourth: I was finally under way, only to find that despite using a water based antifouling paint on my knot meter paddle wheel, the knot meter was registering zero. When that happens, my autopilot acts up and shuts down with an alarm. So in English Bay, I found a clear spot from freighters and boat traffic, and pulled, cleaned and replaced the transducer, and then sponged up the water from the bilge. Now about three hours behind my original departure time, I was on my way.

Except now (**fifth?**) the current by Jericho was flooding in and instead of making over 6 knots through the water, I was barely making 4 over ground, all the way from RVYC to Q62 – this was another delay of about 20–30 minutes.

Crossing at last...

Finally I rounded the point, and the speed on my GPS matched my knot meter, and I was on my way, motor sailing at about ¼ throttle to ensure that I got to Porlier before the 1 hour window had expired. The winds were strong, gusting to 35 knots and the skies were clear, but the wind direction had me beating until about the last hour when it footed off to a reach, and even with the double reefed main let out just enough to not flog, *Reality* was heeling 30–40 degrees, making good speed with the 135 genny.

Coming through Porlier, I realized that my trusty dog **Buck**

I had several unintended delays, which compounded together: **First**, I arrived at the marina at 11, only to run across a friend at the marina and chatted/caught up for far too long.

Second, I also had decided that I would empty my Jerry can into my tank and refill it before the diesel got too old. However, since I had replaced my large diameter hose with a smaller diameter shaker siphon hose, and the hose had flattened, the flow was reduced, and in the shaking, the end that was in the deck fill ended up coming out, leaving a diesel spill that needed to be fully cleaned up.

Pouring the remaining bit of fuel directly in the tank, I watched as a small piece of the label from the Jerry Can fell off and into the fuel fill.

would be overdue for a walk, so I hailed SawLeeAh who were ahead in Clam Bay having their appies, but had no volunteers for a dinghy ride ashore for him. No problem, I slowed *Reality* after going through Porlier, and in the calm on that side of the pass, pulled out the dinghy and inflated it and repacked the lazarette (**sixth** delay?), and made my way into scenic Clam Bay to join in on the appies on SawLeeAh. And of course, I was now so late that I had missed it altogether.



Robert Sinkus,
S/V Reality



Coming into Clam Bay, I chatted a bit with Dar and Rod about my timing, debated going straight through to Ladysmith, and the flotilla plans for the 9:30 am departure with some going around the bottom of Penelakut Island, and some going straight around Pilkey Point to Ladysmith. I learned that Ron had come over to join in the appies, and that Martin and Jane had gone straight through to Ladysmith on *Kailani*. I then rowed over to John on *Tantramar* and chatted about our group's anchor location. I had not anchored in Clam

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Bay before, but had read several guides ahead of time that had warned the SE part of the bay was exposed in a NW wind. I noticed that three of our boats seemed to be a little exposed to the NW winds forecast to come in. John advised that the north end of the bay was not a good spot to drop a hook, and there was good holding where we were. I chose to anchor more to the west and close to a nice little beach I could take Buck to, but still close enough to row over and say hi later that night. While dropping the hook and kellet, a playful seal appeared to greet me off my stern.

By the time I got Buck ashore for his walk and then rowed over to them, Rod and Dar on *SawLeeAh* and John on *Tantramar* were down below and I could see one head in the cabin of *Christie Cove* (with her gleaming hull), but I couldn't tell if it was Ragnar or Chris, and they seemed to be reading or napping, so in an unusual exercise in discretion, I chose not to interrupt them.

Rowing back to my boat, I heard the roar of what sounded like a jet engine and went to investigate. It was Miles on *White Wolf* ensuring that all was well with the exhaust from his 35 year old hydronic diesel heater to keep himself and Suzanne nice and warm down below. We chatted for a while, and I then

dinghy painter away from the rudder. It was bouncing against the hull, as the boat rose and fell in the large waves. By morning, the waves in Clam Bay had subdued so I took Buck ashore for a nice little walk on the small sandy beach.

Rowing back to the boat, I saw *Christie Cove* weigh anchor, heading east. It was only 8 am. I thought I might as well also depart, and followed *Christie Cove* by about an hour sailing around the south end of Penelakut. As we approached the can buoy in the middle of Clam Bay, there were many white caps with the wind blowing down Trincomali Channel from the North, so I headed south on a run with just a double reefed main. John had also departed, followed my Miles and Suzanne, both headed straight to Ladysmith.

After a while, the winds eased, so I unfurled the genny and had a wonderful wing on wing sail to the point. I rounded it on a reach, and then pulled in tightly close hauled. The winds were definitely easing, so I shook out the reefs and continued on my course. As I passed Thetis, the winds began to build again, getting back up to full force. I made it up into Ladysmith Harbour on a single tach, right around the corner from the marina.

Ladysmith

We met with Adele and Bruce from Chemainus, and were treated to appies at John and Karen's, with their daughter Kim, at their lovely new house on the hill in Ladysmith overlooking the beautiful trees in the Green Belt. We happily sipped wine, and munched on tarts, pistachios, grapes, crackers, mixed nuts, marinated mushrooms, olives and pickled herring. Big thanks go out to Bruce and John for their rides, and to Bruce for bringing Buck both ways.

Saturday evening was a wonderfully delicious pot luck dinner upstairs at the Ladysmith Maritime Society. Food began with a choice of three salads – one with berries, kale, and a Caesar. For mains, there was a wonderful curry with saffron rice, chicken pot pie, two different chilis and meatballs with tzatziki. Dessert included carrot cake, and apple pie with cheese because “an apple pie without the cheese is like a kiss without the squeeze”. The venue was nicely decorated by Adele who brought/bought all the decorations and set it up with Jane.

While eating, we played a game put together by Chris with Dar's help where we answered fun questions about ourselves and boating that were in plastic eggs that also had a chocolate treat inside. A number of the questions went around the room, and it was really nice to have people share such personal and meaningful memories. In particular, at his daughter Kim's request, John sung us the first verse of *Rickety Tickety Tin* that he used to sing for her when she was young. Parts of the Easter decorations were candy and chocolate eggs, and they were all happily consumed as part of the clean-up.

Bruce made the arrangements for Saturday's room and Sunday's BBQ and along with Adele, they brought the beer. Chris brought the delicious sausages, etc. for Sunday's BBQ.



made my way back to *Reality* for some dinner, to watch the beautiful sunset and moonrise, and a nice sleep.



In the early morning, I heard a bang and went up top to check it out. It was the stern ladder I had lowered to keep the

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Right before the bratwurst and sautéed onion barbecue lunch (I could smell the delicious onions cooking away), I realized that the strong winds and rain forecast for Monday meant that it would not be a good trip for Buck. Down below with cushions, etc., possibly falling on him (he's blind and diabetic) could be quite scary and I might not be able to watch him fully. Having him up top in the rain, would mean he would burn blood glucose to stay warm and have serious complications.



So about two hours later than I should have decided, I chose to make the trip home. I confirmed with Ron that going through Porlier in 4 knots on a flood into a SW would be fine. As I was getting ready to depart, Chris, bless her soul, brought me one of the delicious Barbecued brats with sautéed onions and mustard.

Winds were calm as I made my way out of Ladysmith Harbour and readied the boat. In Stuart channel, I was on a beat all the way up in nice strong winds. At last I had a chance to sample the brat, and it was absolutely wonderfully delicious!

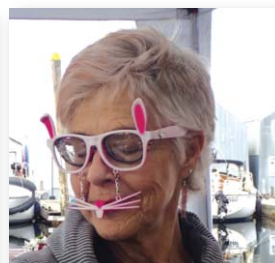
I kept the engine on to ensure I got to Porlier as early as possible as I was already later than I wanted to be. Rounding Thetis, the winds were on my nose with building seas, and the winds were over thirty knots, but the waves were still developing, so not too much was coming over the dodger until near the end. I was happy to see several sailboats ahead of me coming from the south heading into Porlier. Always nice to have probes in front. As the current sucked me into Porlier, the winds eased. I watched the boat ahead of me shoot through, and I stayed a little south of Virago Rock in the main flow, and the going was very smooth until the exit, where there was a lot of confused wave action pushing the boat around in different directions. The winds picked up to a nicely behaved level, and I had a nice close reach to beam reach back to Vancouver doing over 7 knots in fairly calm seas under bright blue skies.

One last mountain to climb...

Just west of False Creek, I had a little surprise: the engine wouldn't start – the wire from the solenoid to the starter had broken so that even shorting across the solenoid terminals didn't start the engine.

Once again, I wished I had an access panel to the starboard side of the engine from the aft cabin – would be easy to see and get to everything on that side. I called into False Creek Fuels, and rode the end of the flood tide as I tacked up to their dock where Ray, the wonderfully helpful attendant grabbed my stern line and snubbed me to a stop. The tide peaked close to closing and we shoehorned *Reality* into the pump out dock.

I was docked – safe and secure! Now I am left with pulling the starter and having the wiring from the solenoid to the starter redone. Hard to imagine that there could ever be work to do on a boat ;-)



John tried to pat the bunnies after the pub dinner. Conversation and laugh-starters at the potluck. Chris in Easter regalia. Ragnar and Miles crying inbetween laughing. Then they 'browned' them up under the watchful eyes of Martin, Dar and Rod. They didn't take advice well – imagine that!



GULF SAILOR

Dodd Narrows Sécurité: When Not to Announce

This advice from the 2019 Waggoner's Guide was thought useful enough to be re-posted on C-Tow's FB page, so it must be worth taking notice of. Posted by Leonard and Lorena Landon | Apr 11, 2019.

During the prime cruising season, twice a day around slack water at Dodd Narrows, Channel 16 is filled with Sécurité announcements from traffic passing through the Narrows. Many of these announcements are transmitted with the boat's VHF radio on 25-watt "High Power" instead of the proper 1-watt "Low Power" setting.

For many years, the Waggoner Cruising Guide included a note



suggesting that boaters might announce their movement in Dodd Narrows with a Sécurité call (on low power).

While we still recommend using VHF 16 and Sécurité announcements for safety purposes, the 2019 Waggoner Cruising Guide's revised write-up for Dodd Narrows passage suggests that boaters limit their announcements to vessels that only pose a safety concern for others.

Take a moment to read this 2019 Waggoner Cruising Guide's revised Dodd Narrows information.

Dodd Narrows.

Currents in Dodd Narrows run to 9 knots as water swirls through the narrow deep passage between cliffs. The narrows are best taken at slack water. For the hour or so before the predicted turn, boats collect at each end waiting for the right time. These boats include commercial craft, even tugboats with log tows or large barges, so the period around slack water can get pretty interesting.

Generally, the boats on the upstream side go first, catching the last of the dying fair current. When they are through, boats on the other end go through, picking up the beginnings of the new (for them) fair current.

It all works well as long as no one gets impatient. Vessels will be transiting in both directions dur-

ing and around slack periods. Check for traffic by viewing AIS targets on both sides of the narrows and listen on VHF 16 for Sécurité calls from traffic that might pose a safety concern for other vessels. Tugboats with log tows and large commercial vessels will typically announce their intentions on VHF 16.

In recent years, VHF 16 has been flooded with Sécurité calls from boats that may not need to announce themselves, so if your boat does not pose a safety concern for others, there is no need to make a Sécurité call. If you do make a call, be sure to use 1-watt low power.

Don't be in a hurry, and don't try to pass a slower boat. Dodd Narrows is short. Travel single-file and leave room between your boat and the boat ahead and share the channel with opposing direction traffic.



Sailing Directions FREE to Download

Canadian Hydrographic Services have now made a copy of their *Sailing Directions* free in a downloadable form. Check monthly by the 15th to verify the last update.

Here is the link:

<http://www.charts.gc.ca/publications/sailingdirections-instructionsnautiques-eng.asp>

It is the mariners' responsibility to maintain their digital *Sailing Directions* file by ensuring that the latest version is always downloaded. If the mariner chooses to print their own *Sailing Directions* booklet, it is imperative that the current Notices to Mariners updates are applied.



John Dixon,
S/V *Tanramar*

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Minutes

of the General Meeting,
April 8, 2019.

The meeting was called to order at 19:35 hrs by Commodore Dar Farrell.

The Minutes of the previous

Annual General Meeting were accepted by Miles Walker and seconded by Robert Sinkus.

Business arising from the Minutes of the previous meeting

- None identified.
- Dar reminded those present that tonight is the first vote for the Silver Ship and that all numbered members of GYC are eligible to vote. Pat distributed the voting slips.

REPORTS OF OFFICERS:

Executive Officer –

- Pat reported 37 in attendance with 2 guests, Paul and Darlene from North Vancouver.
- Burgees are available and if your existing burgee needs refreshing, perhaps get a new one for Sail Past. \$25 each.
- Club pamphlets and calling cards available.

Treasurer –

- The Club has \$10,333 in the chequing account and \$4,121 in the GIC.

Secretary – • No report.

Fleet Captain –

- Fred has finalized the Easter Rendezvous at Ladysmith, Sail Past at the end of April and the May long weekend at Thetis. Info is in the latest newsletter.
- Easter – you can call the Maritime Society Marina and they will fit you in.
- Sail Past – Book at Snug if you already haven't. Monitor VHF 69A the day of.
- May long weekend – Thetis will accept your reservations now. Please note the theme has been changed to "All Things Italian" so no costumes this year. Italian wine, Italian appies, just say Ciao! The Italian wine tasting will have a new spin and some new games are on the horizon.
- Fred had reached out to some of the Vancouver island members to see if we should change the June cruise to the Gulf Islands and it has been decided by the Executive that it will stay on this side of the Gulf again this year, Port Graves and Plumper Cove. George has an excellent speaker lined up for June and it was felt that if we were across the Gulf we possibly would not get back in time to attend the last meeting before the fall.

Staff Captain –

- George and Lorraine will each give a presentation tonight.
- May – pub night is arranged at the Seymour Pub on the North Shore.
- In June we will have a visit from the Canadian Lifeboat Institution, George asks for a good turnout for them.
- September we will have another pub night,

Executive Officers Present:

Commodore	Darlyne Farrell
Vice-Commodore	Chris Stangroom
Fleet Captain	Fred Bains
Hon. Treasurer	Martin Pengelly
Staff Captain	George Bamford
Executive Officer	Pat Costa

Absent:

Hon. Secretary	Cam. Shields
Signals Officer	Andreas Truckenbrodt
Past Commodore	John Dixon

- October will be a great talk from "The Humpback Whale Lady".
- November will be a visit from a paint tech from Interlux.
- December sing-along.

Vice Commodore – • No report.

Past Commodore – • No report.

Gulf Sailor Editor – • No report.

Council of BC Yacht Clubs – • No report.

Commodore –

- Dar thanked all the volunteers who helped make Shakedown a success again this year. Suzie and Miles, Liz, Chris and Ragnar, Cathy, Robert, Kellay, Andreas and Lorraine, and all those who lent a hand with the dishes and clean up. Volunteers are our backbone!
- The Executive and the Strategic Committee are in the process of refining the membership definitions and hope to have this finalized for distribution to the membership by June. Then, we will have a special meeting in the fall to vote on new wording for membership categories, as we will need to change the by-laws.

Business Arising from the Reports –

- It was brought to our attention that on our website it says "Telegraph Cove" and instead should read "Telegraph Harbour" for the location of the May Long Weekend. We will ask Andreas to check that.

NEW BUSINESS –

- George Paget brought forward the thought that at last Year's Sailpast he had been disappointed that in his opinion many of our GYC members did not dress the part for honoring and respecting the Commodore, the Burgee and the Club. He would like to see that change this year.

Motion to Adjourn by Phill Little, seconded by Miles Walker.

Meeting adjourned 20:20.

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

