



# GULF SAILOR

## CRUISING UNDER SAIL



*Cleopatra Marina, Preveza – at 11 hectares the largest dry dock in Greece can hold 1000 vessels!*

**So many boats – so many sailors. You'd think.**

But where were they all? October in the Ionian Sea was pretty quiet – witness all these boats on the hard. And this was only one of many large marinas we saw in our short time there. All boats for sale!

Anchorage were shared with just one or two boats as charterers preferred villages with tavernas for their overnights. So favourite spots cleared out around dusk. The water was warm for swimming, the temperatures too hot for a fleece. It was a great experience – highly recommended.

This is the last newsletter of the year as Miles and I are heading to hotter climes for a few weeks – we will miss the Xmas Singalong, a great GYC tradition that new members will not want to miss – Xmas appies, Xmas Gluhwein and seasonal songs led by Chris Stangroom, with accompaniment by Liz Reiniger this year.

Centennial Yacht Club's annual Stag Cruise was attended by John Dixon and Andreas. Read all about it. Might this become a regular event for some?

Fleet Captain Fred regales us with an in-depth roundup of *Koinonia's* adventures this past year and reports on yet another successful Fall Cruise for which Lorraine supplies the photos.

An entertaining article about getting caught in nasty weather in Malaspina Strait appeared in *SAIL Magazine*. That stretch of water close to Pender Harbour can be so hideous if conditions are right (well, wrong really) and this story shows that even experienced sailors can be caught out by a bad weather forecast.

And lots more to read! We're voting on revised Membership categories, so I have reproduced information that appeared in June so you can make an informed decision. Ken pointed the way to an update about the man who sailed around the world with his pet chicken – a very quirky sailing story; and there's news about the newly refurbished Boat Harbour Marina. And Stewart also sent the good news that the Dinghy Dock Pub has been sold.

Suzanne Walker, Editor *S/V White Wolf*



**NOV. 11TH**

*A Knotty  
Night  
at the GYC*

**Knottical  
Tips and Tricks:  
An All Hands-on  
Audience  
Participation  
Presentation**

by Staff Captain George and  
Fleetie Fred Bain

Tonight's presentation gives GYC members an opportunity to see what nautical knot tricks we can share.

**Bring a short piece of rope to  
demonstrate your favourite knot.**

Continued p.2 Staff Captain's Report

## GULF SAILOR

## Staff Captain's Report



Some GYC members will recall two or three years ago: we were at the Plumper Cove dock for the second half of the June Cruise...

A newish 40-45 ft. Catalina was arriving to tie up. The crew on board was equally newish. The skipper called out, "Can anyone help us, I have never parked a boat before?" Many GYC members were immediately on hand to assist.

With a bit of advice the boat was eventually positioned in an appropriate location and heading in an appropriate direction. The skipper began his approach – at 5 knots! The potential outcome of the docking speed was instantly apparent to the volunteer dock hands and a cacophony of, "slow down", "put her in reverse," soon followed.

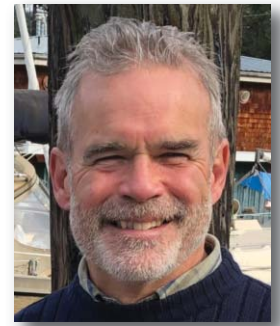
The skipper took heed and slowed to a comfortable docking speed.

Securing the boat to the float was the next challenge. Bow lines, stern lines, spring lines and other lines with no discernible purpose created a spider web between the float and boat.

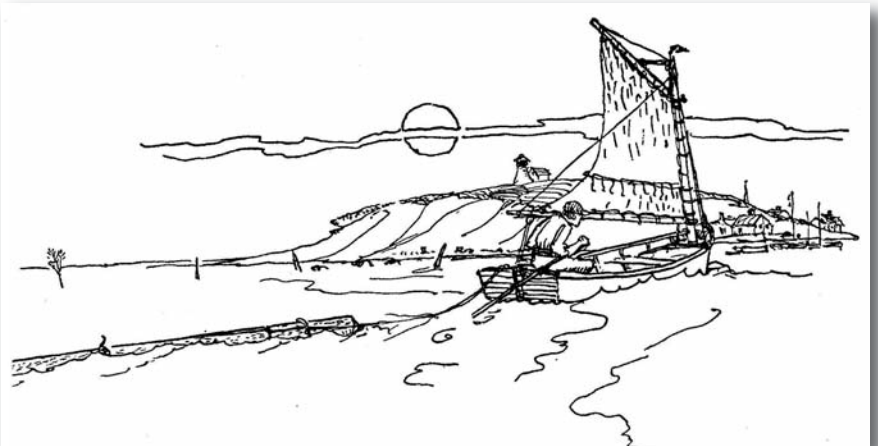
I stood by one of the sailors-in-training as he created quite an elaborate hitch. He remarked, "Well, if you can't knot: knot a lot!"

Tonight's presentation gives GYC members an opportunity to see what nautical knot tricks we can share. Bring a short piece of rope to demonstrate your favourite knot.

**Don't miss this presentation on NOVEMBER 11th.**



George Bamford,  
Staff Captain,  
S/V Somerset



### Xmas Sing-along DECEMBER 10th.

Our traditional sing-along will follow the General Meeting on December 10th. Music and songsheets will be organized and led by Chris Stangroom accompanied by Liz Reiniger and maybe me, too. Doug Barnet's famous glühwein recipe will be recreated once again and don't forget to bring some sort of "Xmassy goodie" to share, as well as your appetite, your good cheer, your singing voice and a Xmas hat or two to top it all off.



# 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

The weather is changing – it's getting colder and there's frost on the roofs. Many of us have stored our sails and are getting ready to head south or to the ski hills.

Before that, we have November to look forward to. It's a busy month starting with our General Meeting on Monday November 11. This is an important meeting as we will be voting on the changes to Membership Definitions. The proposed definitions were included in the June Gulf Sailor and are also in this edition. Saturday, November 16, is the date of our Awards dinner and dance. A good time is guaranteed – a fun evening with delicious food, a great band and many awards.

I look forward to seeing you all at the general meeting and the Awards Dinner/Dance.



Darlyne (Dar) Farrell,  
Commodore,  
S/V SawLeeAh

## We've said it before and we'll say it again (and again)...



John Dixon,  
Past Commodore  
S/V Tantramar

### "Your sailing club needs you!"

**Nominations are now being accepted for 2020 executive positions.**

Please give some thought to taking on a position on next year's executive. It's only with everyone's participation that the club can flourish.

If you are interested, or know someone who might be a good candidate, call me for more information.

## YOUR CLUB



## Treasurer's Report

The chequing account is inflated by approximately \$5000 as we have collected money for the Dinner and Dance, Disabled Sailors Association and Marine Parks Forever which will have to be paid before the year end.

GIC - \$4,122

Chequing - \$12,386

We are on track to finish this year in a similar position to last year.

*Martin's alter-ego perhaps? But with big hair? And a secret putty recipe? As seen in Corfu Town, October 2019. Ed.*



Martin Pengelly,  
Treasurer,  
S/V Kailani

# GULF SAILOR

## Fleet Captain Fred's Year-end Review

At the outset, let me say that Deirdre and I have enjoyed the sailing year even though we were not able to attend all the functions. The club has lived up to its reputation as one of the friendliest clubs around.

On top of that, the concept of "pitching in" was demonstrated over and over. We are convinced that a successful club flourishes when members get involved and, in this club, most do in whatever they are able to contribute. If you are approached by Past Commodore, John, to see if you would be willing to take a seat in the executive, give it serious consideration as it helps to get engaged and, when that happens, you will discover what makes for a successful club. The sense of accomplishment is not to be ignored either.

We will not rehash each of the cruises as the "scribes" have reported well and provided Suzanne with valuable descriptions for the Gulf Sailor. Those pages are full of memories.

Our experience was unique for us this year. It was a year of apparent difficulties that turned to benefits – "bad" to "good" repeatedly.

It all started on our run home from our winter lay-up. A storm wave had knocked *Koinonia* over on December 20th 2018 but we only found the hidden damage hiding in the rudder tube – as the boat went over, the rudder caught on a large I-beam on the ground, causing the rudder shaft to twist inside the rudder tube and out of sight. The good news is that there had been a lot of corrosion hidden that could have caused the rudder shaft to break in heavy seas. We worked with a shop in North Van and they built a new rudder and shaft that fit perfectly. *Koinonia* even steers better than before. Who could complain about that?

Unfortunately, we missed the first four cruises of the year. The next two, the Summer Cruise and the Canada Day cruises were enjoyable and without incident.

We call the BC Day Cruise our "Vacation Between the Fridays". On three successive Fridays we had something go "wrong".

On our way to Squirrel Cove we stopped over at Garden Bay. Our usual anchorage was in front of the dinghy dock so Maddie could be "comfortable" through the night. At about 4am, our grand-daughter, Anna, woke us up to say that we were getting close to the boat behind us. We had dragged our anchor for the first time ever for us. The wind was gusting, we were told, up to 35 knots through the night.

We fire up the engine to make some distance but found that the derelict boat we were sliding to had long lengths of semi-floating ropes splayed out in a few directions Not visible at 4am or so. A couple of them found our propeller and we stopped.

The gentleman on the derelict boat was not amused. In the dark, I am not sure, but I am confident the air had been turned blue. His insistence to not cut his rode was met with Deirdre's

calm assurance that if that was done we would all be going where we did not want to go.

We called the Coast Guard who in turn connected us with C-Tow who responded with a boat and diver and released us in ten minutes after they arrived. So what you might ask could be the up-side of this? We now see the value of C-Tow and will sign up with them in the new year. We also got an early start to our trip north. :0)

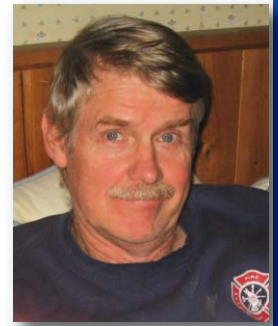
We had a nice time with club members in Squirrel Cove. Our confidence in anchoring was restored. From there we travelled to Isabel Cove. We rafted with a number of club boats and had another nice time. After there we went on to Mink Island and stayed there for some time. On the next Friday we headed to Pendrell Sound as we had not been there before. There wasn't much wind so we motored.

As we cruised along the engine sputtered and died. By then we were facing out, well into the Sound with winds on our nose. *Koinonia* does not like to sail into the wind, in fact, we were being blown father into the Sound. We called a large motor yacht and they sent their service boat and towed us to shore to anchor and stern-tie. The engineer apologized and said he could come back to help but he had to attend to the yacht's charter customers.

The sailboat's owner who was next to us came over and offered assistance. We said we would call him once we found what to problem was. We discovered that our new electric fuel pump had failed after 60 hours of run time. We spoke to the Sailboat Owner and he offered a new spare he had. It was perfect except that we didn't have the right fittings. The engineer returned with a pail full of parts to get us underway, but there was only one fitting to connect the new pump to our boat. The Sailboat Owner dug around his boat and found the right second fitting. He said, "When you get home, look up the price of the pump and send me a cheque." We bought him one on Amazon and they sent it to him as he lived in the San Juans.

The helpfulness of both of them was remarkable and as we met some really good people it left us with warm feelings toward our fellow boaters. And now we are committed to carry more spares.

We went back to Squirrel Cove then on to Gorge Harbour. As we entered Gorge Harbour we heard on 16 that a 28' power boat had lost its drive and was bobbing around outside of the harbour. They were not far from us and the potential rescuers were each over an hour away. We had noticed some dark



Fred Bains, Fleet Captain  
S/V Koinonia

*Fleet Captain's Year-end Review continued p. 5*



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*Fleet Captain's Year-end Review continued from p.4*

clouds moving in from the North and figured the power was in for a rough ride. We called the Coast Guard who were asking for local assistance. We were able to tow the boat into Gorge Harbour. *Koinonia* pleased us with her power and durability and the family on the power boat were relieved to get in to port. This wasn't on a Friday – it was a great day for us and the family.

The next day we headed out to Quadra Island where I have family. We anchored in Drew Harbour and spent a few days ashore visiting.

Our time was coming to an end in a few days so we got back on *Koinonia* on the Friday before we had to be home. We were raising the anchor when it stopped suddenly. I checked the chain locker and found the chain has wrapped around the windlass's motor. Puzzling – how could that happen? I managed to untangle the chain by turning the motor on the shaft. How could that happen? I steadied the motor with one hand and pushed the up button to raise the anchor. It did until the anchor broke the surface of the water and stopped. I let go of the motor and it fell into the wiring for it and the navigation lights that got ripped out when the motor spun. Deirdre got the boat underway as I pulled the anchor up by hand. (Glad we don't have a bigger boat with a bigger anchor).

We motored to Westview in Powell River and stayed for the night and saw a fireworks display for some sort of celebration.

We left early the next day and calculated our travel time and

figured we could stay over night in Madeira Park but we could not get anyone there so as to confirm a place at the dock. It wasn't worth the trip into Pender Harbour to check it out as it would use up valuable time if there wasn't any dock space. We had one shot at getting home before dark and that was important because the broken winch took out all of our navigation lights' wiring. In case anyone wonders, it took us just short of 10 hours to get from Westview to Lions Bay.

So what, you may say was the upside of that? Well we had a long time to enjoy our company who was our grand daughter, we got home with no further incidents just before sunset, and we were able to buy and install a new windlass without modifying our fore deck. Not only that, Martin Marine Worked together with Rekord Marine to get us our new windlass. Not impressed yet? There wasn't a replacement in Canada for the equivalent Lofrans windlass to the 30 year old one we had. Rekord Marine made a 1500watt unit available at the price of the original equivalent 1000w unit.

Is that not enough to be thankful for? How about this, our 14 year old grand daughter saw first hand that when things go "bad" we work through things and never give up. There is usually a bright side to problems, especially when even strangers step forward and help out.

Someone once said\* that "strangers are just friends you hadn't yet met."

*\*This famous quote is widely attributed to Irish poet William Butler Yeats (Ed.).*

## Nanaimo's Dinghy Dock Pub has Sold!

Deal closed yesterday, says pub general manager. Canada's only known floating pub is off the market, sold to new owners for an undisclosed amount.

The pub and its ferry service to Protection Island were listed for \$2.6 million back in February. Also included in the price tag was the Dinghy Dock's 0.12-hectare property, which has a four-bedroom house that can be converted into a bed and breakfast.

Marty Campbell, the Dinghy Dock's general manager, said the deal closed yesterday. He said the new owners are committed to maintaining the pub and customers won't notice anything different.

"There will be no changes that the customers will notice," Campbell said. "The new owners want to keep everything status quo and maintain the consistency and quality of service that we've got right now." The ferry service will remain the same and that the management staff, including Campbell, will remain at the pub under the new ownership.

"The new owners made commitments to maintain everything as is and make some improvement over time," Campbell said. "Part of the agreement of the sale was that the new owners have a set dollar amount that they have to contribute to facility improvements."

Campbell said the previous owners, John and Cheryl Logan, decided to sell the pub because they wanted to move on to the next stage of their life.

"They have grandchildren now and they wanted to not have the commitment of owning a pub and a ferry service anymore," he said. "They were ready to move on."

The pub has been operating since 1989 and is the only floating pub in Canada, according to its website.

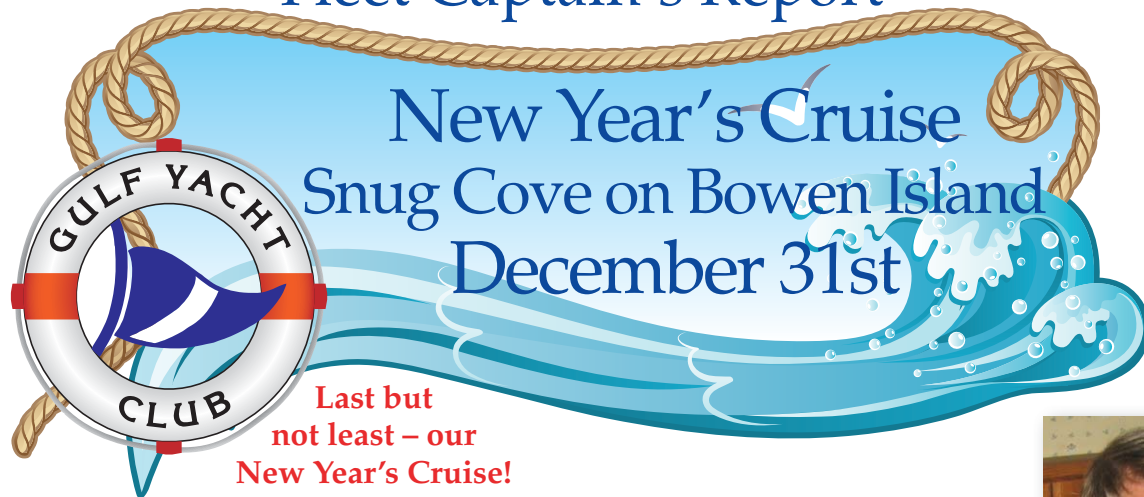


Stewart Murray  
S/V Arbutus Cove

Nanaimo News Bulletin / Nicholas Pescodo / Oct. 25, 2019

## GULF SAILOR

## Fleet Captain's Report



**In the past**, some club members sailed over to the Union Steamship Marina (USSM) on Bowen Island on December 31st for an over-nighter. We are told that this year the marina even has some activities planned (maybe fireworks?).

Here's a brief account by Liz Reiniger of New Year's eve 2013.

"It was a marvelous night for a **MOONDANCE**. The Christmas lights adorned the dock and moored boats. On Bowen Island six boats had a **BEAUTIFUL DAY** in Snug Cove to usher in 2014. We shared coffee and cookies on **CHRISTIE COVE**, went shopping and had a walk. Appies were in the cozy room above the marina office.

After a brief rest, **FAST FORWARD** to the pot luck dinner hosted by Andreas.

We had roast beef, ham, several salads, meat loaf, curry and butter chicken.

We toasted **THE GOOD LIFE** at midnight with champagne. We had two games of Zilch, both won by Liz and **SAW LEE AH** provided chocolate cups filled with Kahlua. After midnight the rowdies played air piano, other instruments and danced.

The weather cooperated with no rain and mild temperatures.

A good way to welcome the New Year!



### The options for accommodation at USSC are:

1. your boat at the dock
2. the Garden House
3. the Summer House (they call it the 'Summer Suite')



Fred Bains, Fleet Captain  
S/V Koinonia

If you are planning to tie up at the marina, staff recommend that you call them as early as you can as resident boats are in port for the winter and the marina is getting a number of calls for the night – *it is filling up*.

If you would like to stay indoors, the Garden House is available at \$150/night, minimum of two nights for two people. Some extras can be fit in at \$20/night. The Summer Suite is available for \$270/night, minimum again for two nights. There is a Queen sized bed as well as a number of singles. Extra people are \$20/night.

For those of you unfamiliar with the accommodations, this is how it is described on their website:

"All Union Steamship Marina vacation rentals have been carefully preserved to maintain their original character. Each unit has a fully equipped kitchen, living area, full bathroom and most have wood burning stoves.

Union Steamship Marina Resort features boardwalks that wind past historic Union Steamship Co. cottages, Doc Morgan's Pub and Restaurant, pleasant gardens and a gift shop that carries a selection of Bowen Island souvenirs, memorabilia and an ice cream window."

**If interested, please call USSM directly to get an accurate quote for your situation.**  
(604) 947-0707



# GULF SAILOR

## Fall Cruise 2019: Gambier and Gibsons

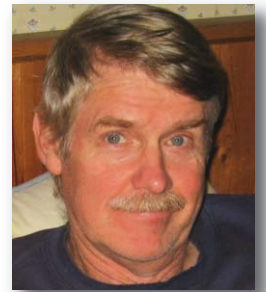
Weather forecasts were varied and not sounding too promising leading up to the cruise but optimism prevailed and seven boats arrived in Port Graves on Friday afternoon.



and the rest of us made our way to Gibsons Landing. Those who left early had calm winds and water while those from the hike had a good sail over.

*Beautiful Day, Boqueron, Christie Cove, Koinonia, Reality (left under sail), Somerset and Tucana* were all there. We all met on *Beautiful Day* at about 1730hrs for appies and good fellowship. The appies were many and filling – who needed dinner afterwards?

Saturday morning found sun and cloud for a nice day. Some members went on a hike toward Brigade Bay, *Boqueron* headed home for other commitments,



Fred Bains, Fleet Captain  
S/V *Koinonia*

*Buck and his 'seeing eye human' paddleboarding. Below, Chuck and Jennifer brought Chuck's grandsons, Sawyer, left, and Kiki on the cruise this year.*



There had been some concern about mooring capacity in Gibsons as another club had planned to be there as well. Thanks to the uncertain forecasts, most of the other club's members did not show up and left us with a number of mooring spaces after all. As the day progressed, we were joined by *Naida, Perspective* and *Windstrel*.



We met for dinner at Lunitas Mexican Eatery, at 1830hrs, very conveniently located near the Gibsons Landing Harbour Authority, overlooking the water. We made reservations for 15 – 20, but found 24 members and guests for dinner. (the number may have been more but the writer could not see all at the outer table). By the volume of talk, it sounded like all were having a good time. The food was good and the service was cheerful and good.

Sunday found us walking up the hill to Elaine's home for breakfast. She had prepared an assorted meal and some members contributed to it with what they brought and what they could do to help out. We add a big thanks to Elaine and her trusty assistants, all who made an excellent wrap-up to a good weekend. The house looked full and the time passed quickly. The writer believes the number in attendance rose to 26 with the Sutcliffes dropping by as well. Again it was a nice time together, but we soon had to go on our way home in a cool and cloudy day. **Thanks to Lorraine for the photos.**





# GULF SAILOR

## Centennial Yacht Club Stag Cruise

Every year for the past 42 years the Centennial Yacht Club (CYC) from Port Moody has organized a "Stag Cruise". This year they invited Gulf Yacht Club members to join them.

Andreas (*Beautiful Day*) and I (*Tantramar*) were happy to attend. Their Stag Cruise event is always in the fall, usually late October or November, at a time when *Tantramar* is normally in hibernation. Although I am familiar with winter sailing I have very limited experience cruising at this time of year and wanted to give it a try.

*Beautiful Day* and *Tantramar* left Vancouver on Saturday, October 19th under dreary skies and in light

breeze. After motoring about half way across Georgia Strait the predicted N/W 15 to 20 filled in (along with the rain) and we enjoyed a brisk sail to Silva Bay. Shortly after our arrival at Pages Marina two CYC boats showed up and we met Paul and Bill on *Yola* and Denis and Terry on *Rare Times*. This was to be our group for the week.

The next day we left Silva Bay through the 'back door', a new route for me. With reefed mains we sailed to a very rainy Ladysmith for the night. Still in pouring rain, our little fleet set off on Monday morning in a strong breeze and sailed to Conover Cove on Wallace Island. It was wet and windy and in retrospect I should have rigged the lines for the second reef as the boat was overpowered in the gusts. The sun finally appeared on Tuesday morning and we decided to stay a second night on Wallace Island. There was no fixed itinerary on the Stag Cruise and we chose destinations as we saw fit. We hiked to both Picnic and Chivers Points and explored the island. We are so fortunate to have this jewel of an island only a day's sail from Vancouver and unlike in the summer, dock space is readily available in October.



John Dixon,  
Past Commodore  
S/V *Tantramar*

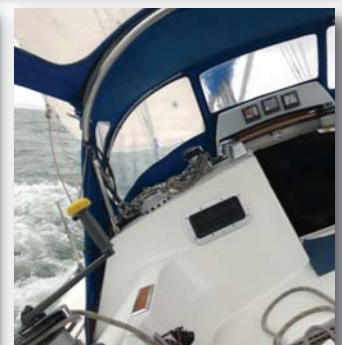


After waiting for sufficient water over the reef on Wednesday morning we set out in calm conditions for Port Browning where I had not been for decades. Shortly after our arrival we were pleased to see *Sparkle Plenty* with Rui and Pat Costa aboard join us at the marina. We all had dinner at the pub which was surprisingly busy and served up some very good nosh.

Thursday morning brought clouds and no useful breeze so the Stag Cruise, minus *Sparkle Plenty*, motored to Thetis Island where we tied up at a rather deserted Telegraph Harbour Marina. Long time GYC members and Thetis Island residents, Ron and Eleanor Vandergaag joined us for our usual 5:00 happy hour.

On Friday there were gale force winds in the strait so we stayed put for a second night. This was a good call because *Big Wave Dave* told us there was over 40 Knts of breeze. On Saturday, Andreas and I set about for home with *Beautiful Day* ahead in N/W 20 with gusts to 30 and big seas along with sunshine. The Centennial Yacht Club boats also headed home, going only as far as Silva Bay that day.

I learned a few things during this week of Fall cruising in the Gulf Islands. I experienced "off season" sailing and certainly saw a few wet and windy days that offered challenges. I also came to know that the Centennial Yacht Club (at least the sailors we cruised with) are very like us GYC'ers in that they like to sail, they are very casual and definitely enjoy a good time.





## GULF SAILOR

## An Unexpected Windshift Teaches Some Painful Lessons

"Jib alone is never a good idea," our sailing guru Jerry told me. (Everyone should have a sailing guru).  
 "Why's that?" I asked. "It's so much easier than putting up the main."



*Gene Helfman, SAILMagazine, Feb 28, 2019, Illustration by Jan Adkins*

"You can only sail off the wind," he said. "No upwind capability. What happens if someone falls overboard?"

"I guess you roll up the jib and start the motor," I offered.

"Catastrophic failures seldom occur at the dock," Jerry replied. He has a habit of spouting sailing platitudes.

Jerry has been sailing for 70 years, racing, cruising, resurrecting old boats. He's a very conservative sailor. He didn't put a roller furler on his bow for 40 years. "I don't trust mechanical work-arounds when a simpler, proven device is functional. Jib hanks are better than friction-filled slots, and gravity seldom fails."

Jerry's distrust of furlers and jib-alone sailing was at the back of my mind, at least momentarily, as we bucked and tossed and struggled with a flailing genoa and a jammed furler in erratic gale-force gusts and a 5ft breaking chop.

We were on the penultimate leg of a 600-mile cruise to the Broughton Archipelago of British Columbia on Satori, our 1997 Catalina 320. For three weeks, we had traveled north from our home in the San Juan Islands in Washington State. When the wind blew, it came out of the north. So we motored. When we got to our northern turnaround point in Johnstone Strait, so did the wind. It blew from the southeast the rest of the time. Except for one day.

When traveling between the Salish Sea and the interior of British Columbia, crossing the Strait of Georgia is a major hurdle. Twenty miles of short-period, steep cross-chop on the

beam is the norm. We've sat for days waiting for things to calm down, so on that Friday, leaving Desolation Sound, we were pleased to hear Environment Canada's prediction for the strait being diminishing winds on Sunday and light and variable on Monday. The next day, on Saturday, we motored halfway down Malaspina Strait to Westview Harbor into rain and 20-plus knots of bumpy headwinds. Malaspina Strait is a four-mile-wide slot between mainland BC and 30-mile-long Texada Island.

Sunday's forecast for Georgia Strait and we assumed nearby Malaspina Strait as well, was 5 to 15-knots winds from the southeast and diminishing, with a possible shift to the east. We left Westview in the rain, heading southeast, bound for Secret Cove, just east of the Strait of Georgia. The wind stayed light and did in fact move a little east. I decided to unroll our 135 percent genoa and maybe pick up a half knot while motoring.

A while later I noticed disturbed water ahead below a line of clouds a little darker than the incessant gray. Good, I thought, we'll get a little more wind and maybe turn the motor off and just sail on the genny.

Wham!

That dark line brought a 180-degree wind shift and a blast of easily 30 knots. The genoa came up hard against the mast, pushing us over as I tried in vain to bring the boat up into the wind against the backed headsail. I shouted to Judy to release the starboard jib sheet, and when she

*Continued p.10*



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finally got it free, the engine gave us just enough headway to bring the boat up into the wind.

By now 5ft waves were breaking over the bow while the genoa and its sheets thrashed and flailed with a series of resounding cracks as they struck various parts of the boat. Bracing my knee against the wheel, I managed to uncleat the furling line in an effort to wind up the jib. Nothing. I jerked at the line. Nothing. "I can't furl the jib," I shouted.

"Fall off and fill the jib a little," Judy shouted back, much slower to panic than me. No, I thought. The jib won't fill until we're broadside to the wind and then we'll be clobbered with too much sail up and waves breaking over the side. Meanwhile, the wind continued to increase, as did the rain.

We bucked into the breaking waves and wind and rain as best we could with the genoa and its sheets flailing away for what seemed like an eternity, though it was maybe half an hour. Finally, the wind dropped a little and I fell off until the jib started to pull enough to harden the sheets. By now I'd given up on furling the sail and was just hoping the engine didn't fail and we didn't hit a log or meet a tug and barge. After another half hour, the wind dropped enough to head up again and take some of the pressure off the jib. This time the furler worked flawlessly.

After another hour or so of bucking into the waves, I looked up and saw that the spinnaker halyard, which we use to raise the burgee, had broken away from the burgee and was now snaked around the topping lift and backstay, so that we couldn't have put up the main had we wanted to. The burgee and its rain-soaked and now-tattered Canadian flag were lying on the deck, tangled in a jib sheet. I guess I should be grateful it didn't go overboard and into the prop.

A short while after that, Judy reluctantly took the helm while I went forward to assess the damage, including where the gyrating jib sheets had busted out a side panel in the dodger and put a hole in the windshield. As I was doing so, Judy, who is always more depth-conscious than me, shouted, "The fathometer says zero feet." Which immediately brought me aft again. A panicked glance at the chartplotter had us over 488ft, although the scale was too great to show nearby land. "I think we're OK," I shouted, zooming out on the plotter. As land appeared, I didn't recognize where we were, nor the direction in which we were headed. Finally, it occurred to me that we were now going north, off Grief Point.

"Let me replot a course," I said. "We'll go to Pender Harbor. It's closer."

Unfortunately, zooming in and out and moving the cursor around, I had no luck finding it. ("Yes," Jerry told us later. "It's not labeled on the electronic charts. You have to look for Charles Island or Garden Bay." Thanks, Jerry).

I, therefore, picked what looked like a large indentation on shore and told Judy to steer for it, as I went below to get out the iPad (hats off to Navionics) and finally locate both us and

Pender Harbor. Unfortunately, we were nowhere near the latter but were instead headed for Jervis Inlet, 90 degrees off. I shouted to Judy to change our heading, came up to replot a course and took over the helm again.

When we finally cleared Charles Island, I was soaked from water pouring down the front of my foulies. During one of my breaks, I went below and started hailing some of the local marinas—everybody in those parts answers on 66A. I hailed three different marinas and nobody answered. Strange. It then occurred to me that the radio had been very, very quiet for some time. I tried calling Victoria Coast Guard for a radio check. They didn't answer.

"I don't think the radio's working," I shouted up to Judy, trying to not let my concern show as I wondered what I would do if we had needed to send a distress call.

"Try the cell phone," Judy said. As I said, she's less prone to panic.

Dialing up John Henry's Marina, they answered immediately and told us they had a slip for us, where we tied up for the night and immediately encountered crew from a half dozen other boats all making an unscheduled stop and complaining about, "the worst damned weather" they'd ever seen. "Wasn't it supposed to be five to 15 and diminishing?" they all said.

At this point, we were still both drenched, and because of the previous days of rain, the interior of the boat was damp all over as well. I was resigned to just being wet when Judy asked, "Don't they have a laundry here?"

"Yes," I answered, "But I'm cold and wet, not dirty."

"I'll go use the dryer. Do you have any loonies?"

Like I said.

A disabled depthsounder was troubling, but we had bought a smaller, "portable" backup at Judy's insistence. Unfortunately, upon unwrapping it, I found it couldn't be simply dropped overboard, but had to be mounted when the boat was out of the water. We decided the rest of the trip would involve deep harbors with mooring buoys. Hopefully.

A reboot thankfully brought the radio back up and also brought a stern rebuke from Victoria Coast Guard for doing a radio check on 16. "Please use 83 Alpha for radio checks in the future, sir."

Those Canadians, always so polite.

Monday's weather forecast was for light winds and an end to rain "by noon." A six-boat convoy left Pender Harbor, everyone still on edge. It stopped raining at 1150, and we could have water-skied across the Strait of Georgia. Our apologies to Canada for not flying a courtesy flag the last couple of days out.

*Gene Helfman and Judy Meyer are retired conservation biologists with 40 years sailing experience in Hawaii, the Caribbean, Florida and the Pacific Northwest. They live on Lopez Island, Washington.*





# GULF SAILOR

## Revised Membership Categories, Dues and Voting Rights

A discussion of proposed new Membership categories will take place at the October meeting and will be **voted on in a Special General Meeting in November.**

Based on the survey results, comments from members and compiling the roster, it was clear that there was confusion related to who was a non-resident member, what non-resident members should be paying and how the non-resident rates were being applied.

The executive spent many hours reviewing the membership bylaws. They worked to resolve the inconsistencies, define clearly who is non-resident, dues related to membership categories, who can hold office and who has voting rights

The non resident rate has been lower, primarily because they cannot attend meetings on a regular basis. It was felt that the approximate costs associated with running the meetings should be removed from their dues. While these costs vary by year they are around 20% of the overall cost of running the club.

The recommendations of the executive are outlined below. These recommendations will be presented in October and voted on in a Special General Meeting in November.

### Non-resident member definition:

Must reside outside a circle, the radius of which is forty(40) nautical miles from the Burrard Street Bridge, outside of the Province of British Columbia, on one of the Gulf Islands (including Bowen Island), on Vancouver Island or on the Sunshine Coast.

#### RESIDENT

	BOAT OWNER	CAN HOLD OFFICE	VOTING RIGHTS	DUES
ACTIVE MEMBER	SAILBOAT	YES	YES	140
ASSOCIATE MEMBER	POWER BOAT	NO	SILVER SHIP ONLY	140
NON ACTIVE MEMBER	NO	NO	SILVER SHIP ONLY	110
INTERIM MEMBER	SAILBOAT	NO	NO	140

#### NON RESIDENT

	BOAT OWNER	CAN HOLD OFFICE	VOTING RIGHTS	DUES
ACTIVE MEMBER	SAILBOAT	NO	YES	110
ASSOCIATE MEMBER	POWER BOAT	NO	SILVER SHIP ONLY	110
NON ACTIVE MEMBER	NO	NO	SILVER SHIP ONLY	90
INTERIM MEMBER	SAILBOAT	NO	NO	110



# GULF SAILOR

## Recommended Replacement to Bylaw 13. Membership

Here is the full text version of the revised Bylaw pertaining to Membership that the Executive have been working on for the past few months and is recommending to the membership for discussion in October.

### **13. Membership**

Any person wishing to become a member of the club shall complete an Application for Membership form to the satisfaction of the Executive Committee, such application shall be considered for approval by the Executive Committee. No one shall be eligible for membership unless the name and address of the prospective member together with the names of the proposer and seconder have been lodged with the Honorary Secretary for at least seven (7) days prior to an Executive Committee Meeting.

The Executive Committee shall have the power to grant membership status as and when they see fit when exceptional circumstances present themselves.

#### **a) RESIDENT MEMBERSHIPS**

Resident members must reside inside a circle, the radius of which is forty (40) Nautical Miles from the Burrard Street Bridge, within the Province of British Columbia and not on one of the Gulf Islands (including Bowen Island) or Vancouver Island or the Sunshine Coast.

#### **b) NON-RESIDENT MEMBERSHIPS**

Non-Resident members must reside outside a circle, the radius of which is forty (40) Nautical Miles from the Burrard Street Bridge, outside of the Province of British Columbia, on one of the Gulf Islands (including Bowen Island), on Vancouver Island or on the Sunshine Coast.

#### **c) ACTIVE MEMBERSHIP (RESIDENT)**

The following are eligible for Active Membership (Resident):

1. Owners or joint owners of cruising sailing yachts.
2. Such persons shall be at least eighteen (18) years of age.
3. Applicants must satisfy Section 28 in the Constitution and By-laws.

Active Resident Members are entitled to all the privileges of the club.

#### **d) ACTIVE MEMBERSHIP (NON-RESIDENT)**

The following are eligible for Active Membership (Non-Resident):

1. Owners or joint owners of cruising sailing yachts.
2. Such persons shall be at least eighteen (18) years of age.
3. Applicants must satisfy Section 28 in the Constitution and By-laws.

Active Non-Resident Members are entitled to all the privileges of the club except for holding office.

#### **e) ASSOCIATE MEMBERSHIP (RESIDENT)**

A member with at least five (5) years as an Active Member (Resident or Non-Resident) and no longer owns a cruising sailing yacht but now owns a cruising power yacht may apply to become an Associate Member (Resident). Associate Resident Membership is granted at the discretion of the Executive Committee. Associate Resident Members are entitled to all the privileges of the Club except for voting rights and holding office.

#### **f) ASSOCIATE MEMBERSHIP (NON-RESIDENT)**

A member with at least five (5) years as an Active Member (Resident or Non-Resident) and no longer owns a cruising sailing yacht but now owns a cruising power yacht may apply to become an Associate Non-Resident Member. Associate Non-Resident Membership is granted at the discretion of the Executive Committee. Associate Non-Resident Members are entitled to all the privileges of the Club except for voting rights and holding office.

#### **g) NON-ACTIVE MEMBERSHIP (RESIDENT)**

A member with at least five (5) years as an Active Member (Resident or Non-Resident) who no longer owns a boat but retains an interest in sailing may apply for Non-Active Resident Membership. Non-Active Resident Membership is granted at the discretion of the Executive Committee. Non-Active Resident Members shall have all the privileges of the club except for voting rights and holding office.



# GULF SAILOR

## h) NON-ACTIVE MEMBERSHIP (NON-RESIDENT)

- A member with at least five (5) years as an Active Member (Resident or Non-Resident) who no longer owns a boat but retains an interest in sailing may apply for Non-Active Non-Resident Membership.
- Non-Active Non-Resident Membership is granted at the discretion of the Executive Committee.
- Non-Active Non-Resident Members shall have all the privileges of the club except for voting rights and holding office.

## i) INTERIM MEMBERSHIP (RESIDENT)

- Interim Resident Membership is available for up to one (1) year pending a satisfactory completion of the Strait of Georgia crossing as per Section 28 of the Constitution and By-Laws.
- Interim Resident Membership is granted at the discretion of the Executive Committee.
- Interim Resident Members are entitled to all the privileges of the Club except for voting rights and holding office.

## j) INTERIM MEMBERSHIP (NON-RESIDENT)

- Interim Non-Resident Membership is available for up to one (1) year pending a satisfactory completion of the Strait of Georgia crossing as per Section 28 of the Constitution and By-Laws.
- Interim Non-Resident Membership is granted at the discretion of the Executive Committee.
- Interim Non-Resident Members are entitled to all the privileges of the Club except for voting rights and holding office.

## k) HONORARY MEMBERSHIP

The Executive Committee shall have the power to elect for the current year as Honorary Members such officers or representatives of other clubs of special distinction as may seem to them as desirable. Any person may become an Honorary Member who is approved by the Executive Committee and is elected by a two-thirds majority of a General Meeting of the Club. Honorary Members have all the privileges of the Club except for voting rights and holding office. They shall not, however, have any proprietary rights in the assets of the Club and are exempt from any fees or assessments.

## l) HONORARY LIFE MEMBERSHIP

An Honorary Life Member shall be one to whom the freedom of the Club has been presented in recognition for important services rendered to the Club or its representatives. An Honorary Life Member is exempt from payment of any fees or assessments and entitled for life to all the privileges of the Club including the right to vote and hold office. An Honorary Life Member shall not have any proprietary rights in the assets of the Club. Honorary Life Members may only be elected at a General Meeting of the club by a unanimous vote of the members present.

## And while we're on the subject of membership...

Despite being Vancouver's friendliest sailing and rendezvous club we know that the Gulf Yacht Club can never have enough jolly sailors on our roster.



We have loads of brochures that you can pass out in the hopes of attracting a new crew or two into the club.

Invite potential newbies to attend a meeting or join in the fun at one of our cruises.

All it takes to join?

- Ownership of a sailboat
- Appropriate crossing of the Strait of Georgia
- Payment of initiation and annual dues

What's not to love? So it shouldn't be a hard sell once you get started. Pick up some brochures at the next meeting and hand them out like crazy all summer wherever you sail to.

The payoff? More great friends and exciting new appies to enjoy. Just saying...

# GULF SAILOR

## Boat Harbour Marina, a Hidden Gem

Boat Harbour now offers transient moorage for the general boating public. The marina is a hidden gem and is just beginning to be discovered by cruisers. Leonard and Lorena Landon, posted May 28, 2019 | Waggoner's Guide

Boat Harbour Marina is a hidden gem and is just beginning to be discovered by cruisers. In early 2018, all new docks at this privately-run marina had been completed for permanent tenants, along with added space for transient guest moorage. Guest stays are by reservation, 48-hours in advance, with a minimum stay of two-nights during the weekends; side-tie space can accommodate boats up to 100 feet. While the marina website indicates that they monitor VHF Channel 66A; it is best to contact the marina by phone (250) 802-9963 as the wharfinger is often busy helping guests with their lines, working on projects, or out feeding the sheep. If the docks are full, you can tie-up at one of the four guest mooring buoys. Due to shallow depths and the private water lot, boaters should note the no-anchor zone, marked by a line of spar buoys.



The marina property includes hiking trails, fields, and farm animals. Guests may walk the trails and groups can arrange for customized adventures, including lakeside picnics, hosted BBQs, wine tours, and even a cooking class.



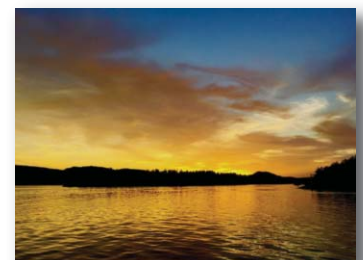
Visitors may want to plan a trip to the small community of Cedar on Yellow Point, where the popular English-style pub, Crow & Gate draws patrons from around the world. You can also take in the Cedar Farmer's Market with over 70 vendors held on Sundays at the Woodbank School. On July 1, Canada Day, Boat Harbour Marina puts on a pig, beef, and lamb BBQ, be sure to call for reservations.

Both Cedar and Boat Harbour are rich in history. The village of Cedar, two and a half miles from Boat Harbour, is where the infamous Brother XII (Edward Arthur Wilson) first established his religious cult, later known as the Aquarian Foundation, and named the farming district, Cedar by the Sea. As a former sea captain, Edward often brought his tugboat to Boat Harbour.

Boat Harbour takes its name from the boat sheds and wooden boat construction that once took place here. One of the boat sheds still remains and was re-established as a work shop in the 1970's. It is said that movie actor John Wayne visited Boat Harbour and often used that very boat shed.



Joe, the Wharfinger, loves sharing the history of Boat Harbour and is a delightful person of Croatian descent. Joe toured us around the property and showed us the new building under construction, which will house restrooms, showers, and a laundry for the 2020 cruising season. A gazebo for group gatherings is in the planning stages and will be another nice addition. Next time you plan to pass through Dodd Narrows, don't skip by this scenic location with its delightful marina.





## GULF SAILOR

## Have Hen, Will Travel

An update about the man who sailed round the world with a chicken. Guirec Soudée and his hen have finally come home to roost after five years on the high seas.

At the tip of Brittany's wild, wet Côtes-d'Armor peninsula is the village of Plougrescant. Beyond that, butting

right out into the sea, lies Yvinec island, a tiny outcrop intermittently accessible depending on tides via a rock-studded expanse of dunes and seaweed. To get there I have taken two planes, a train and a puzzling automobile. It has been an epic journey, but I can't possibly say that to Guirec Soudée when he picks me up for the last leg in his 4x4. I may have got lost in a Brest industrial estate at midnight, unable to make the hire car headlights work, but the 26-year-old Breton sailed around the world solo for five years. During that time he was trapped in Arctic ice for 130 days, survived 15m waves, nearly capsized repeatedly, was imprisoned briefly by Canadian coastguards and became the youngest sailor to navigate the formidable Northwest Passage between the Pacific and the Atlantic solo. Well, I say solo. Sole human. He was accompanied by a chicken, a Rhode Island Red named Monique.

From January 2014 to their return to Brittany in December 2018, the pair covered 45,000 miles. They crossed the Atlantic, travelled to the North and South Poles, across to Cape Horn, back to the Caribbean and home, punctuated by stops to repair the boat, wait out the weather, or earn money. Every adventure, encounter and disaster (there were plenty of all three) was recorded in jaw-dropping pictures and funny videos on their increasingly popular social media accounts (they now have 125k Facebook and 42.8k Instagram followers).

That was where I discovered – and fell hard for – the pair. A handsome, fresh-faced young adventurer and his stoic brown hen on their plucky little boat felt like a gift: an uncomplicated shot of sunshine in a dark time. Their story is an internet-age Boy's Own adventure: Guirec paddleboarded through icebergs, met polar bears, caught huge fish and even saved a drowning poodle.

Meanwhile Monique shared his breakfast (and, indeed, his paddleboard), bewitched Inuit kids who had never seen a hen, and perched on deck, contemplating the vastness of various oceans. No surprise then, to learn that their children's book, *The Hen Who Sailed Around the World*, has already been published.

Guirec (sans Monique) meets me in Plougrescant's car park – a slight, garrulous and smiley figure in a big jumper – and we

head off at a slow trundle across the bay to Yvinec. It is a private island (acquired cheaply after the war by the Soudée family), current population four. In addition to Guirec and Monique, there's Bosco the dog, a rangy part-husky giant who waits on the headland to greet us. ("I got him in Alaska: I swapped him for a chainsaw.") Girlfriend Lauren, who met Guirec through his Facebook page, is the fourth, part-time resident, helping out with his increasingly time-consuming social media commitments and public engagements. Guirec: "You're sort of Breton now though, aren't you?" Lauren

*I said to myself, 'If she annoys me, I can always eat her.' It feels weird to say that now! We formed a real bond.*

Best dressed chicken: Monique braves the Greenland cold in her jumper. Photograph: Guirec Soudée



Ken Buckley,  
S/V Naida



(firmly): "No, I'm Parisienne."

They share the handsome stone farmhouse in which Guirec grew up, a dreamy place with cornflower-blue doors and shutters and huge open fires. The sea is everywhere: we take a tour, clambering up the

rocks so Guirec can point out the inlets, coves and best crabbing spots of his stretch of windswept coast. If ever a place were perfectly designed to raise an ocean-going adventurer, it's here. His was a wild childhood: the youngest of eight siblings raised by an indulgent father, he was largely left to amuse himself. "I spent more time on water than on land. I got my first boat at seven and even before that, I would go out to sea to drop off my lobster pots and catch fish.

This island made me."



Hen party:  
Guirec Soudée  
and Monique in  
the galley.  
Photograph:  
Guirec Soudée

Sea always won over school: Guirec went to 13 in total, leaving with no qualifications, but a nagging desire for

# GULF SAILOR

adventure. "When I turned 18, I could have got a job, but I wanted to travel. I wanted to go far away." His father, Stany, had crossed the Atlantic twice. Guirec grew up on those stories, poring over pictures in old photo albums. He headed to Australia, but this was no gap year frolic. Penniless, he slept in the streets at first, worked as a fruit picker and shrimp fisherman, captaining hard-drinking sailors twice his age until he earned enough to buy his own boat on his return to Brittany and set sail.

His initial goal was modest enough: to cross the Atlantic, solo. He had no idea the trip would last five years, though even at the start he hoped to go further. "I already had an idea of heading to the ice," he says. "In my head I dreamed of going around the world – who doesn't?" (Me, I think loudly, though I nod in agreement.) "But I had no idea what I was getting into, I knew nothing about sailing."

The boat he bought, an 11.7m craft more than 10 years older than Guirec himself, turned out to be a corroded disaster he was strongly advised by more experienced sailors not to take to sea. On top of that, Guirec had never sailed a boat of that size. Undaunted, he patched the holes and called it Yvinec, in honour of the island. "I practised for a couple of hours around here, then I left." Aged 21, without a clear itinerary, any money or even a functioning radio. What about his family, I ask, appalled. "My parents asked what would happen if something went wrong. I told them it would be fine, I had a phone and a beacon, which was totally untrue."



'I made her a little sledge and we went exploring. She loved it': Guirec and Monique in Greenland.  
Photograph: Guirec Soudée

Monique joined the crew on an early stop in Tenerife. "I knew I wanted to sail alone, for sure, but I wanted a pet. I thought a chicken would be brilliant, because I could have fresh eggs at sea." He had absolutely no experience of keeping chickens and was warned that a hen at sea would be too stressed to lay, but (a theme may be emerging) he persisted. Monique was presented to him in a cardboard box by a friend before he set off to cross the Atlantic. She was named after a personalised Breton breakfast bowl left in the boat by a previous owner. "That way we both had our own bowls." It was something of a gamble. "Honestly, I didn't think she'd get to the other side, she'd fall in or something." Guirec built an on-deck coop to keep Monique safe when waves threatened to sweep her overboard, and another in the cabin, where she slept, laid eggs and stayed safe, warm and dry, even in the worst weather. Defying the experts, Monique laid an egg on her first day aboard. Gradually the pair

adjusted to life à deux.

"I said to myself: 'If she annoys me, I can always eat her.' It feels weird to say that now! We formed a real bond. She was so endearing, she made me laugh so much, it felt as if I had always known her." Seemingly imperturbable, she enjoyed the run of the deck (when seas were very rough she would roam the cabin), dodging waves, pouncing on flying fish that landed on deck and stealing the bream and tuna Guirec caught to complement her diet of grain, dried insects and table scraps. "She loves fish," he says. "It gave her eggs a salty taste."

On long stops, Guirec brought her off the boat with him to eat grass and scratch around in sand or pebbles. As a long-time chicken owner and lover myself, it seems an odd, but not a bad life for a hen, apart from the solitude: most chickens I know are deeply social creatures. Monique seems to have accepted Guirec as her flock. They were always together, rarely spending a night apart. "I didn't want to. Sometimes it was a bit tricky, I couldn't always do everything I wanted, but I was happy to share it all with Monique."



Lunchtime on deck: Monique with the bowl she was named after, 'That way we both had our own bowls'.  
Photograph: Guirec Soudée

Of course, taking a hen on a round-the-world trip could be a cynically brilliant ploy to create a USP in the crowded, and crowdfunded, field of contemporary adventuring, but the affection with which Guirec talks about Monique (or Momo as he calls her) sweeps away any scepticism. I love the guileless way he says "us" whenever he's discussing their adventures – not a royal we, but a man-plus-chicken we. "Once we'd crossed the Atlantic we said to ourselves: 'We enjoyed that, we can go further.'"

Their best experience – though it sounds nightmarish – was the four months spent wintering in Greenland in 2015-16, voluntarily frozen into the polar ice. It was a childhood dream, but with wind chill, the temperatures dropped to -60°C, and the boat was almost destroyed by assaults from huge icebergs and compression between waves of unstable ice. Several times they nearly had to abandon ship. "I didn't really think I would die, but I thought I would lose everything I had worked for since I was 18. I talked to Monique: she understood, she could tell something was wrong."

Guirec had chosen not to bring a radio or phone on this phase. "I wanted to be alone with nature, cut off from the world." A few days into their stay, an Inuit acquaintance came to find him, holding a phone with a message from one of his sisters: their father had died of a heart attack. It was impossible to get back in time for the funeral. "I had just made a video



# GULF SAILOR

saying, 'At last, we're finally here.' I was buzzing, it was the best day of my life." He shows me another video of him just after he found out, tears streaming down his face. "My father really looked after me. He did so much for me when I was little. I was so unhappy, but I thought: 'I'll transform all this sadness into extra strength.' I was so proud I got to show him I that I was able to fulfil my ambitions."



We can tackle this: Guirec with Monique who knows the ropes.  
Photograph: Jean Philippe Mériquier

Despite all this, Greenland was "our best experience, our most wonderful memory. We saw the Northern Lights all the time; there were Arctic foxes and caribou. I made Momo a little sledge and we went exploring. She loved it." She also laid 106 eggs in 130 days, a vital complement to his dwindling rations of rice when fishing proved impossible. "I lost 12kg, honestly she kind of saved my life."

After Greenland (and an unscheduled 10-day break in France with a perforated appendix, which gave him the chance finally to meet Lauren face-to-face) came the Northwest Passage, an otherworldly place of whales, narwhals and midnight sun. So close to magnetic north the autopilot malfunctioned, Guirec navigated manually for 32 days, barely sleeping. "I had hallucinations. I thought Lauren was on board." The rest of the journey took in Canada (and that encounter with customs: after some impassioned pleading he was released and allowed to keep Monique), the dangerously stormy 40th and 50th parallels, Antarctica and South Africa, before the slow return to Brittany, dogged by bad weather until the very last day.

How could life back on land be anything other than an anticlimax? How strange must it be, doing interviews and sponsor events after five years of magic, danger and solitude. But Guirec was ready to get home to this warm house, with proper food and a hot shower on his beautiful island. "I was desperate to get home. Everything was really tricky right up until an hour before we got into Paimpol. Then there was the crowd screaming, all my family, loads of boats to welcome us... It was a really special moment."

He's also keen to use this time to spread the word about the fragility of the ocean ecosystems he encountered, something that became a bigger part of his mission as the journey continued. The trip has made him vocal about global warming – the Northwest Passage is only navigable now as a result of melting polar ice – and the scourge of plastic waste. On our walk around the island, Guirec detours to pick up every bottle and wrapper we encounter, and he's in the process of

organising a community clean up of the coastline around Plougrescant. "It's a real problem and so close to my heart. There were times when Monique and I were at sea, when we would turn around just to go and pick up plastic buoys or bottles. Sometimes it took us an hour because we couldn't get hold of it!"

Monique and I would like to cross the Arctic. There are loads of things we'd like to do, but we'll see

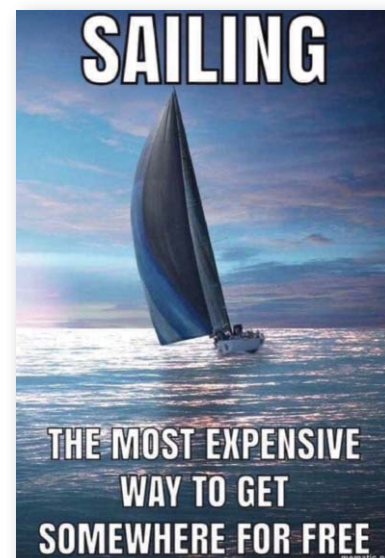
Inevitably, though, he's already planning the next adventure: this one wasn't enough. "I would have liked to do so much more. It went so quickly: it's horrible how quickly life passes. Monique and I would like to cross the Arctic. There are loads of things we'd like to do, but we'll see. Honestly, she's so happy here..."

Where is the famous Monique, first hen to navigate the Northwest Passage? Obviously I insist on a fan meet-and-greet with a top-tier avian influencer, but she has a whole island to roam around. Thankfully, she mainly stays close to Guirec, so I get to feed her mealworms and admire her scratching in the dust. Later she perches on the window ledge watching Lauren prepare lunch and takes a luxuriant dust bath in the afternoon sun. Guirec is building her a henhouse with a sea view; he might get her a few friends.

For a hen who has seen such wonders she seems entirely ordinary, going about her hen business, inscrutable eye busily searching out the next worm. I feel awful asking, but I have to: was it really the same hen all the way? "People ask me that all the time. But if I had lost Monique, I would have been terribly sad and I wouldn't have got another hen. It would have been completely different. Also there were loads of places I wanted to go and couldn't because of Monique. I said to myself, 'Shit, I must really love my hen.'"

*Emma Beddington in the Guardian, Sun 21 April, 2019*

**In case we didn't know already!  
This from John Laing.**



# GULF SAILOR



## Minutes

of the General Meeting,  
October 7, 2019.

The meeting was called to order at 19:31 hrs by Commodore Dar Farrell.

New members were introduced:

Ted (594) and Dee (595) Henriksen, David Lyon (597) and first mate Georgia and Rory Dryden (596).

The Minutes of the previous meeting were accepted by Robert Sinkus and seconded by Lorraine De La Morandiere.

Visiting Members of the Centennial Yacht Club were introduced along with an additional two guests.

**Business arising from the Minutes of the previous meeting**

- None identified.

### REPORTS OF OFFICERS:

#### Executive Officer –

- Pat reported that there were 36 attendees
- Ballots for Silver Ship nominations will be available tonight

#### Treasurer –

- Martin reported that the General Acct. has \$7200.41 and the GIC has \$4122.

#### Secretary –

- Cam outlined the following member statistics (as of October 7, 2019)
  - 79 members in total
  - Active Members 61
  - Associate Members 5
  - Non Resident Members 7
  - Non Active Members 4
  - Honorary Lifetime Members 2
  - 56 paid memberships
  - There are 51 Boats in the club..

#### Hon. Signals Officer –

- Andreas announced that Marine Parks Forever has a new website at BCMFPS.ca.

#### Fleet Captain –

- Eileen James sent a special thank you for all volunteers who helped with Sunday breakfast at the Fall Cruise. Fred gave thanks to all for their assistance at Rendezvous throughout the year.

#### Staff Captain –

- George introduced the presenter Jackie Hildering, who is a Humpback Whales researcher and educator for the Marine Education and Research Society. George has arranged a presentation by International Paints for the November Meeting. .
- The December meeting will feature a Christmas singalong.

#### Vice Commodore –

- Chris reported that, 41 tickets have been sold for the Awards Diner Dance at RVYC Jericho. Tickets are \$85 per person, music will be provided by a live band.

### Executive Officers Present:

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

### Absent:

Past Commodore	John Dixon
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**Past Commodore –** • No report.

**Gulf Sailor Editor –** • No report.

**Council of BC Yacht Clubs –** • No report.

### Commodore –

- The awards dinner is coming and the exec are considering recipients of the awards. Any awards recommendations from the membership should be forwarded to Commodore Farrell or another executive member. Give some thoughts to paddle recipients.

- Commodore Farrell outlined that there would be a motion following discussion at the November 2019 Special General Meeting to change Bylaw 13 Membership.

The Club Executive and the Strategy Committee have done a great deal of work developing the new Bylaw 13 Membership (information regarding the Bylaw changes has been published in the Gulf Sailor).

- Notice of Motion re Changes to Membership Bylaw 13:  
**Proposed Motion:** *that the club adopt the membership Bylaw changes as outlined on Page 3,4 and 5 of the June 2019 edition of the Gulf Sailor.*

Moved by Andreas Truckenbrodt, Seconded by John Dixon

**Business Arising from the Reports –** • None identified.

### NEW BUSINESS –

- Robert Sinkus reported that a Stag Cruise is organized by Centennial Yacht Club on Oct 16 through to the 26th, for more information on the cruise contact Rob (all members of both clubs are invited).

**Motion to Adjourn** by Phill Little

**Meeting adjourned** 19:47 hrs.

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

