



# GULF SAILOR

## CRUISING UNDER SAIL



Robert sailed *Reality* to Keats Island for the Family Day long weekend.

### Problems are the “same, same but different”

As they say in Thailand. And so it is with club membership, whether it's 1965 or 2020, as this exhortation from Tony Swain illustrates. Clearly the more things change, the more they stay the same:

**THE FUTURE** by Tony Swain, GYC'S 1st Commodore, December 1965



*Another year of boating will soon be upon us and we want to see the Club Burgee known in every nook and cranny of the Gulf... While it is Club policy that all prospective members must ask to join of their own volition and that we do not solicit applications this is not to say that we can't propagandize our Club. Indeed, few people will join anything unless they know something about it. So let's talk it up so that there will be so many boats in the Gulf flying the GYC*

*burgee that we'll be able to walk home if we get into difficulties.*

Thanks to **John Dixon** for finding this timely gem from Tony – take its message to heart and spread the word people. He also thought you'd be interested to see the very first front page from the very first *Gulf Sailor* on our 'From the Archives' page.

We've sailed past Worlcombe Island for 40 years but never knew its name! Thanks **Robert Sinkus** for this teaching moment and your Family Day cruise to Keats report. Also, thank you for educating us about Anchor Balls – now we can't claim ignorance

of the rules and the possible repercussions of choosing to ignore them (if we dare). **Glen Mitchell** (solo sailor and proud of it) describes the challenges he faced when a submerged log bent his rudder and he was determined to tackle it alone. *Windstrel's* owners, **Jennifer Oram** and **Chuck Spang** also contributed to GYC knowledge in separate cautionary tales. And **Ken Buckley** and **Anne Trudel** hope someone can tell us what the heck is in the picture! See you all at the Monday meeting!

Suzanne Walker, Editor *S/V White Wolf*



MARCH 9TH

*Haida  
Gwaii*



Don't miss Ken and Anne's presentation about *Naida's* shakedown cruise to Haida Gwaii.

About travelling nearly 1500 nm and needing to pour over 11 litres of oil into their old Perkins engine. About their visits to five cultural sites in Gwaii Haanas as well as to first nations communities that continue to thrive.

Continued p.2 Staff Captain's Report



## GULF SAILOR

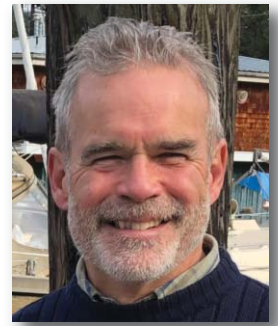
## Staff Captain's Report



Ken and Anne will also talk about experiencing incredible natural sights and wildlife; about scary jellyfish and giant trees (see p.1).

Left: Sgang Gwaay (Anthony Island), at the south end of Gwaii Haanas, has the most impressive remnants of all the cultural sites that are open for visitors.

Naida arriving in Queen Charlotte City, below right.



George Bamford,  
Staff Captain,  
S/V Somerset



Don't miss  
this  
presentation  
on March 9th.



## George Paget's February Presentation Recap

For those of you who missed the last meeting here are a couple of photos from his presentation about his mother and grandfather, Captain John Paget and a short version of the history of how it was lost in Hecate Strait.



Following a great black and white video capturing the age of the great sailing ships showing the *Prussen*, of the Flying-P line, George filled in the history of the *Island Gatherer*, as she was eventually named. She plied the nitrate trade between Hamburg and Chile until 1929.

After serving in the merchant navy George's grandfather, Captain John Paget, became the caretaker and Captain of the *Island Gatherer* after it had been transformed into a barge. For years she was tied up at Port Graves where George's mother lived aboard with her parents. After a couple of years George's mother moved to Vancouver and later married an engineer.

The Demise of the *Island Gatherer*

On December 13, 1936 the tug *Salvage Queen* was in Gordon Channel one mile west of Pine Island, towing the barge *Island Gatherer*. The tow line parted during an intense storm and the tug suffered some damage.

The crew piled mattresses up on the side of the tug so that Captain J.R. Paulson, still on the barge with his wife (George's grandmother), could leap on board the *Salvage Queen*. It was a dangerous and daring rescue attempt with the barge rolling from side to side and threatening to capsize. Miraculously, the crew of the barge, and George's mother, made the wild 20 foot leap on to the pitching tug. And just in time – the barge promptly disappeared in the darkness and vanished.





# GULF SAILOR

## Anchor Balls? What the heck are they?

The anchor ball, like an anchor light, shows other vessels that you are not underway and that, therefore, you will not manoeuvre to avoid a collision. Do we really need one?



*Anchor ball hoisted on Sah Sen in Greece. Few boats displayed them even there where they are more commonly accepted.*



Robert Sinkus  
S/V Reality

Excerpt from Transport Canada Regulations  
Chapter 9 - Avoid collisions

### Anchored Vessels

**Vessels that are at anchor and are less than 50 metres long must exhibit, depending on the time of day and visibility, an all-round white light or one ball where it can best be seen.**

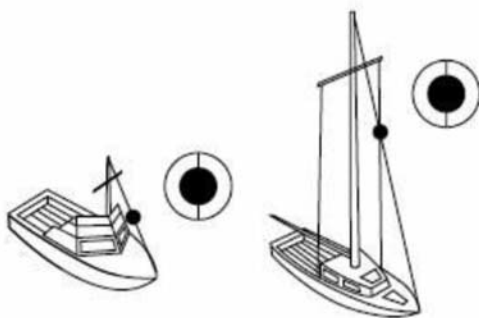
**Vessels less than 7 metres long are not required to exhibit anchor lights or shapes when anchored – unless in or near a narrow channel, fairway or anchorage, or where other vessels normally pass. (See Figure 9-7 below left.)**

*Anchor ball hoisted on 49ft Sah Sen in Greece and another on a boat anchored beside us, bottom right. That's me swimming off its (huge) bow. (Ed.)*

Apparently the answer is a resounding **YES!** But with caveats. This info presented by Robert at the January meeting.

Use of an anchor ball is not deemed critical from an enforcement perspective, but from a liability one it can be. If we don't use the appropriate black round signal shape at anchor, we could be subject to liability if someone drives into us. The argument is that we failed to signal our status as we are legally obligated to, and thus share liability for the collision.

**Figure 9-7**  
**Anchor ball**



Robert's understanding is that so far in Canada this doesn't seem to have come up as an issue yet, but it has come up internationally, and if a sharp lawyer gets involved, they will apply this. Our liability could then be 50% even though we were at anchor! He goes on to quote from a forum on the web: "Speaking as a lawyer -- if I had a client who crashed into your boat while your boat was anchored without a day shape up, and one of you ended up suing the other -- I would be rubbing my hands over your failure to show the proper day shape. I assure you that it would be a key issue at trial." Yikes!

The lawyer continues: "There is a ton of case law about failure to show anchor lights. The legal significance of all day shapes is basically the same as the legal significance of light signals. The purpose of day shapes, like light signals, is to inform other vessels about your status, so that they know how to deal with you. This is vital information, and they have a right to know. Confusion about whether a vessel is under way or not, and can maneuver or not, can be a cause of collisions.

*Continued on p.4*

# GULF SAILOR

Continued from p.3



If someone is killed, God forbid, the lack of a day shape will be a significant mitigating factor if your lawyer understands enough to use that fact.

It's certainly less likely that failing to use one will cause you problems in a place where it is simply not practiced, but that is not likely to give you any legal relief in case someone hits you and has a lawyer who has a clue.

In admiralty courts (courts exercising jurisdiction over all maritime contracts, torts, injuries, and offenses) if you don't have the proper nav. light (360 anchor light) or the proper 'shape' up (anchor ball) **you are legally NOT anchored.**

## Do we REALLY need to hoist an Anchor Ball?

The fact that the other skipper is responsible for avoiding the collision, does not get you off the hook at all. Liability is typically shared, and a court -- and the other guy's lawyer! -- will look for any excuse to assign part of the liability to you. Failure to show the proper day shape will likely get you 50% of the liability right there.

To reiterate, the purpose of the day shape is not to make your boat visible. It's to make your boat's status clear. You are required to clearly signal that status, and failure to do so may be a significant contributing factor to a collision.

By the way, this issue can have not only fiscal, but even CRIMINAL implications.

Martin Marine: 604-985-0911:  
\$17.01: less 15% = \$14.46.  
His supplier only has 2 in stock  
(for all of Canada, in NS), so  
allow 8 weeks for more.

West Marine: Black folding  
anchor ball \$18.49(US) online.



## Please note that all of our boats are over 7 meters and thus require the Day Shapes and Anchor Lights Sailing Vessels

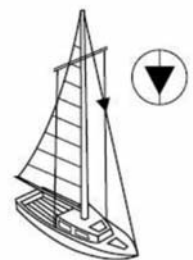
- A sailing vessel is any vessel under sail provided that if propelling machinery is fitted, it is not being used.
- A sailing vessel under way must exhibit sidelights and a sternlight or, if less than 20 metres long, a combined lantern carried at or near the top of the mast.
- A sailing vessel may exhibit at or near the top of the mast, two all-round lights in a vertical line: the upper one red and the lower one green. These lights are shown along with the sidelights and sternlight, but not with the combined lantern.

### Sailing Vessels Propelled by Motor

A vessel under sail is considered to be a power-driven vessel if it is also being propelled by a motor, and must display the lights required by the Collision Regulations for power-driven vessels, and must also display a day shape that is cone-shaped with its point downwards (see Figure 9-6).

For more information visit marine safety publication, Chapter 9: Avoid collisions:  
<https://www.tc.gc.ca/eng/marinesafety/tp-tp14070-3587.htm>

Figure 9-6  
Conical shape point downwards



## Speaking of Solutions

Check out this handsome boat step that Phill knocked up for Adele and Bruce for *Perspective*.

I reckon that if Phill wanted to go into production with these, the line of interested members would easily fill up the docks at Telegraph Marina where this photo was taken.





# GULF SAILOR

## Executive Officers 2019

**Commodore:** Darlyne Farrell  
*SawLeeAh*  
**Vice Com:** Chuck Spong  
*Windstrel*  
**Fleet Captain:** Fred Bain  
*Koinonia*  
**Staff Captain:** George Bamford  
*Somerset*  
**Exec. Officer:** Pat Costa  
*Sparkle Plenty*  
**Hon. Secretary:** Glen Mitchell  
*Tucana*  
**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

Another year of sailing is about to begin and the first day of spring is just around the corner. We still have dark rainy days but the cherry blossoms are starting to appear, the crocuses are coming up and the days are getting longer.

We have so much to be thankful for. We have friends we can call and depend on, share meals with, laugh and cry with. We have a good health care system. We have boats that we own and we belong to a club where we care about each other.

If we have a boating problem there are always a few people willing to help. We do not have to sail alone unless we choose to.

We are very fortunate. Dark days or bright ones, rain or shine, we are lucky to live in a beautiful, safe place with people we care about and who care about us.



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

## Past Commodore's Report

As many know, one of the 'privileges' bestowed on the Past Commodore is the requirement to store the club archives and related documents. When I inherited the seven boxes of archives, some in our house were less than thrilled. It was always my intention, and I am sure other Past Commodores had the same thought, to go through all this stuff (mainly paper), sort it out and discard anything not required. I have started the process and I am finding plenty of interesting things.

I am pleased to report that we have almost every *Gulf Sailor* (including Issue 1, Volume 1, from December 1965) and most Roster/Membership Lists. Clearly members before me have been taking care to preserve our club history and my intention is to further this process. I discarded any duplicates of *Gulf Sailor* magazines and Rosters as well as the almost two boxes of membership applications/renewals from the last century. It is my understanding that the Societies Act requires us to keep meeting minutes for at least 10 years and I believe this is all saved electronically.

As time goes by and I work my way through all the remaining material I will make submissions to the *Gulf Sailor* so members can learn more about our history.

*Before (left) and after (right) culling.*



John Dixon,  
Past Commodore,  
S/V *Tantramar*



## Canadian Yachting Magazine Free!

If you would like to receive a monthly digital copy of *Canadian Yachting Magazine*, **free of charge**, simply Google: *On-Board-Canadian Yachting* (<https://www.canadianyachting.ca>). Go to Subscribe. Enter the requested information and you will start receiving the magazine!



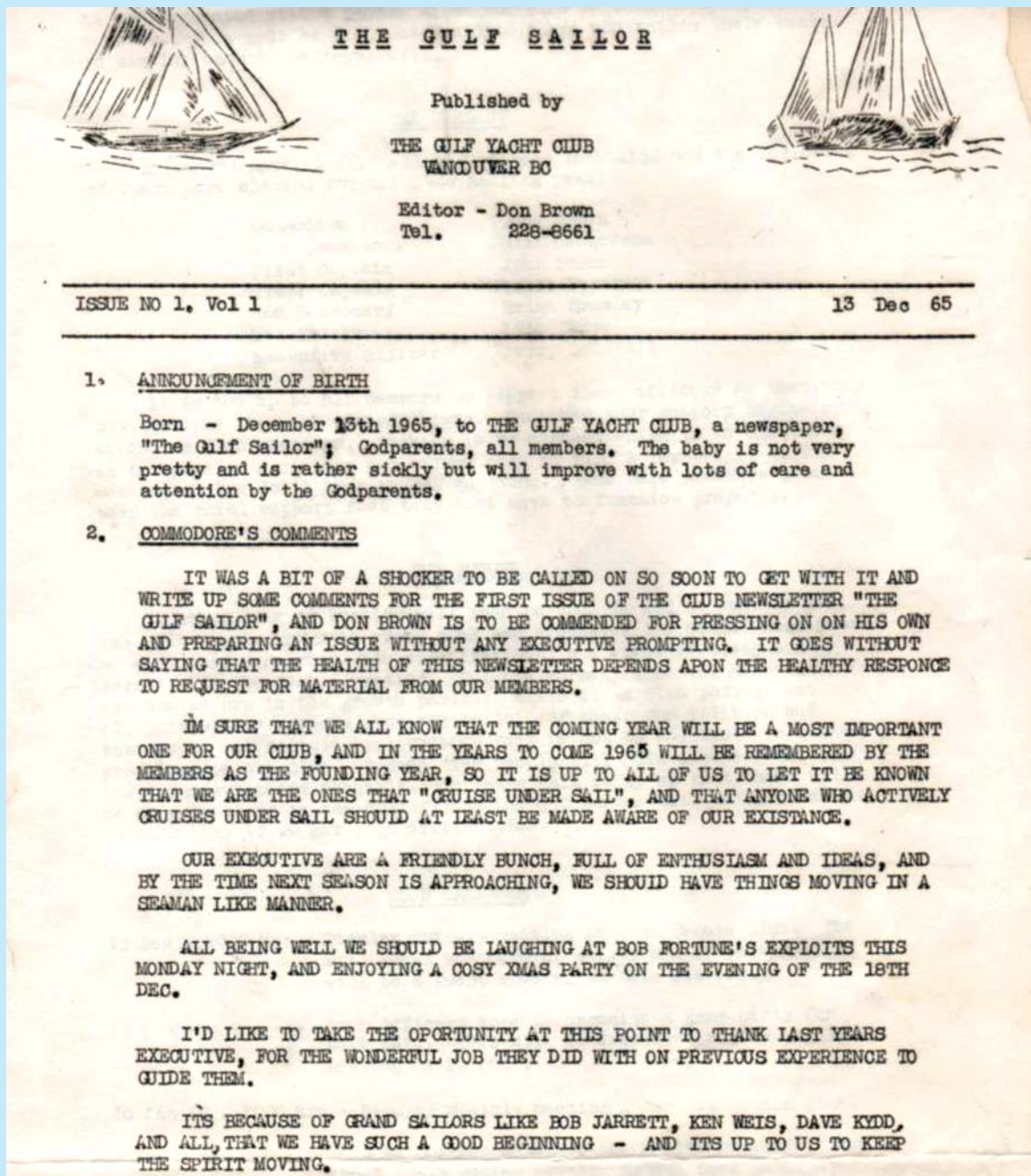
## What'sApp App Free too!

Finally, consider installing the **WhatsApp** app for your Smartphone or computer and join the GYC group. WhatsApp Messenger is a **FREE** messaging app available for Android and other smartphones. WhatsApp uses your phone's Internet connection (4G/3G/2G/EDGE or Wi-Fi, as available) to let you send and receive messages, calls, photos, videos, documents, and Voice Messages from friends and family.

## GULF SAILOR

*From the Archives*

John Dixon thought everyone would be interested to see the front page from the very first edition of the *Gulf Sailor*, published on December 13, 1965. See a message from the GYC's first Commodore on p.1.





# GULF SAILOR

## Family Day Weekend at Keats

I hadn't been out sailing since early November: about three and a half months. OMG!!! My inner sailor was feeling frustrated and cranky to say the least...

The forecast for Family Day wasn't looking too nice (rain and snow forecast at one point), but as the weekend approached, the forecast looked nicer and nicer. I decided to stay local and head to Keats for Saturday and Sunday.



I waited for the drizzle to end and then got distracted, so I was late to leave and had to motor sail. In English Bay, I noticed the black mooring balls on the bows of the freighters, giving me confidence that I could go close to them knowing they were staying put.

Passing Cape Roger Curtis heading toward Pasley Island, the light was starting to fade. I had to head up to avoid the tug and tow coming down Collingwood Channel before resuming my course past Worlcombe Island. I caught up to a Columbia 26 on the other side of the inlet which was going surprisingly fast with no sails and just her outboard, whereas I had sails up and the engine pinned. Talking to her skipper later on at the dock, we figured out that she must have had a really strong favourable current, as once we were on the same track, I left her behind pretty quickly.

I dropped the sails as I approached Shoal channel and motored past Gibsons. Rounding Shelter Islets, the last of the light faded away, and I used a handheld flashlight to watch for the mooring buoys and several boats at anchor. *Reality* docked like a dream, and as I finished putting her to bed and getting ready to walk Buck, the Columbia 26 came in: headed right towards the rock marked by the buoy off the end of the dock. I advised them to avoid it and they put her in reverse, then approached along the head of the dock and I helped her dock. They were the only other people at the dock. We had a pleasant chat and I took Buck for a walk. Stefan had an early night with his two children aboard and wife coming over by ferry on Sunday, so I looked forward to boat chat and catching up with them in the morning.

Around midnight, I was awakened by what seemed to be the ferry wash, but then it continued and the boat rocked back

and forth violently. Turned out the strong NW winds, forecast for the Strait on Sunday, came earlier than predicted on Saturday night. With a high tide, the normal protection from Shoal channel and Protection Islands was reduced, and we were taking the swell abeam. I went on dock to check out the situation and saw my neighbour doing the same. His two children were still fast asleep and oblivious down below. He decided to head over to Gibsons so he could get some sleep as he would have to keep up with them in the morning.

I went down below, and slept in. When I arose and took Buck for his walk, the nice volunteer who tends the island had already arrived. I passed on to him the positive comments about his library, and he said he would return it after the winter storms were gone so no errant branches could damage it. And within 30 feet, on the ground was a nice big branch of the sort he had talked about.

I saw on WhatsApp that Andreas and Cristina were happily skiing. Pat and Rui were also skiing but were starting to get the sailing itch, and Norm let us know that Michael and Revi were still in Sunny California. Anne and Ken were also going out for a sail on Sunday. I hope they also got nice winds.

As I was making ready to head out, the Columbia returned, and shared that he had enjoyed a much quieter sleep, and also made reference to a wreck by Gibsons with the mast showing. Whether this was the existing obstruction already showing on the chart at the SE of the entrance to Gibsons marina or a new wreck wasn't clear. I will keep my ears open for more details. I now realize I could have gotten more information from him about it.

Heading out, I stopped to chat with a power boater on a mooring ball. He said he hadn't noticed the swell and had slept soundly.



The sun was shining and the winds were light, so I got to put up the new-to-me spinnaker a friend had loaned me to try out. I flew it as a Gennaker with no pole, and found I could get to a close reach. As the outflow winds approached 12 knots true, I discovered it definitely had more power than the smaller Gennaker, and even though I was doing only just over 5 knots, *Reality* was starting to heel enough for me to be concerned about broaching if the winds got much higher.

*Family Day Continued on p.8*



Robert Sinkus  
*S/V Reality*

# GULF SAILOR

*Family Day Continued from p.7*

Also, as we heeled, the foot of the spinnaker was just touching the water. I recalled a conversation with a sailmaker who told me they could cut a symmetrical to raise the clew for visibility. This would also keep it out of the water, but her strength would be somewhat compromised.

The autopilot had the tiller high upwind and easing the main seemed to have no effect (I think it was just the effect of being heavily heeled reducing the rudder effectiveness), so if anyone has suggestions about how to adjust the trim better when close reaching with a kite, I'd love to hear them – it only seemed to be an issue at about 60 to 90 degrees apparent.

Passing Bowen, the winds eased and taunted me for several hours as I played with keeping the kite flying in winds

between 0 and 2 knots. At times, the sunshine actually felt nice and warm on my face, and I thought about taking my jacket off.

I eventually turned on the iron genny and dropped the kite. Of course, with it now in the cabin and the downhaul and sheets removed, the winds began to fill in from behind, but I was 45 minutes from home and content to motor and appreciate the views as I packed the chute in the sunshine in the cockpit and headed for home with very few other boats on the water.

Back on shore, I felt so grateful for the magic of yet another sailing trip/adventure. Looking forward to heading to Nanaimo next weekend, and hoping I get to play with either the symmetrical or Gennaker again for at least one of the crossings.

## Should We Stay or Should We Go?

A gale warning was showing for Georgia Strait – South of Nanaimo on the Environment Canada's website <http://weather.gc.ca> and I faced a dilemma. What to do?

We were planning to leave the next morning at 8:00 am to cross Georgia Strait from Fisherman's Cove to arrive at Gabriola Passage slack to enter the Gulf Islands. Getting to the other side of the Strait was important since we were sailing to the annual C&C Rendezvous at Telegraph Harbour Marina on Thetis Island. We had not missed one rendezvous in the past decade and we didn't want to miss it that year.

Forecasts can change – for the better or worse. I decided to call Environment Canada's 1-900 number to speak to the marine forecaster on duty, and pay the \$5.00 per minute to do so.

I explained we wanted to cross Georgia Strait leaving in four hours at 8 am, and to get a more detailed idea of the likely weather on the Strait throughout the morning. The forecaster explained that they were currently thinking of downgrading the Gale Warning, but he wasn't sure if and when it would be done. He was finishing his shift at 5 am and indicated he would have the fellow replacing him phone me at 8 am to give me an update.

My cell phone rang at 8 am sharp, with my crew and I sitting in the cockpit ready to shove off the dock. We had discussed the situation and decided we would make our final decision after hearing from the forecaster. The message from him was optimistic: although they can't know for certain what the winds and waves on the Strait would be doing for the next four to five hours, the chances were good that we would have a window of opportunity to get across most of the way, with just a bit of rough water in the last part of the sail as we approached Gabriola Island. They hadn't downgraded the Gale Warning yet, but it sounded like they would be doing so. We had done our research so we decided to go.

As it turned out, we had a lot of relatively large waves come

across *Windstrel's* bow, but she responded well and we arrived in time to transit Gabriola Passage with no problems. We did, however, arrive at Telegraph Harbour Marina with our faces and clothes encrusted with salt.

I would not have attempted such a crossing had I not been able to have a one-on-one discussion with the forecaster who was in charge of the Georgia Strait forecast, to get a better picture of what to expect than is available on the Environment Canada website. His information, as well as that from his colleague whom I talked to at 4 am, was very helpful to determine whether a crossing was a reasonable or a risky decision.

*Windstrel* and my crew have now crossed Georgia Strait 20 times to get to the C&C Rendezvous and now hold the record for attending the most consecutive rendezvous. On several occasions I have called the forecaster for a one-on-one discussion of what conditions will likely be out there. We would definitely not hold that record without this Environment Canada service.

Stopping at the Environment Canada booth at the 2020 Vancouver Boat Show, we found out the good news that **this live Marine Consultation Service is now free of charge. It can be accessed 24 hours a day at 1-844-505-2525.**

Furthermore, there is a similar free Weather Consultation Service for land travelers at 1-888-292-2222.

I would highly recommend anyone facing a difficult "stay or go" decision on sea or land, take advantage of this most useful service.



Jennifer Oram  
S/V *Windstrel*



# GULF SAILOR

## Fleet Captain's Report

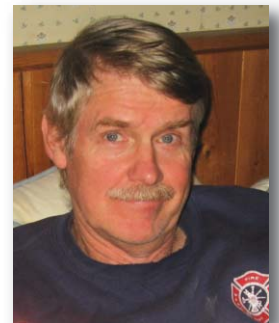


**DEFINITION of "Shakedown"** as per *Sailing: Pocket Dictionary*, Henry Beard & Roy McKie

1. Trial cruise to test the seaworthiness of a new boat.
2. Exorbitant charge for immediate and essential repairs to a new boat levied by the boatyard to which it was towed.

Union Steamship Marina is holding our reservation for club members to apply **from now until March 7th only**. (USSC: 604-947-0707 or [marina@ussc.ca](mailto:marina@ussc.ca)) Please don't take your chances of finding dock space after that date as you may be out of luck.

Also, **please let me know** when you register with USSC so that we can figure out if we need more dock space and as well make sure we will have enough food for breakfast and materials for our boat building.



Fred Bains, Fleet Captain  
S/V Koinonia

So, what is going to be happening on the Shakedown cruise? Here is the agenda:

- The Cruise begins on Saturday, the 21st, but you may want to show up on the **Friday** to enjoy a relaxing day before the big event.
- On **Saturday**, members will arrive at their leisure then:
  - The Summer House will be open by 1600hrs (4pm for those not on a boat)
  - Appies appear from various places such as what members brought with them from their boats
  - A pre-dinner game would be in order if someone was led to lead one
  - And then another soon-to-be-famous pot-luck dinner in the Summer House at 1800hrs after which cleanup crews will be needed to clear the decks and get ready for boatbuilding
  - After dinner a boatbuilding exercise using materials provided by Miles and George B. will take place that will include designing and building a competitive sailing vessel to compete with others on Sunday morning
- **Sunday** begins with breakfast organized by Chris and Ragnar with help from Suzanne and Miles (and any others who want to get up early(!) in the Summer House. Check with Chris though as, you know, *too many cooks*, etc.; coffee will be ready by 0800 but breakfast not until 0900
  - Following breakfast, all those who constructed "sailing ships" the evening before will launch at a place that is decided by George B. and depend on the wind direction
  - *Let the race begin.* Someone will set out the rules and finish line once a starting line is determined.

For those who do not have their boat available for the trip or no longer have a boat, the Summer House has beds and USSC Marina rents them out at \$25/night (+10 if you bring a pet) + taxes. Please let us know if you are interested.

We only have the Summer House for Saturday night and occupants must be out by 1100hrs Sunday.

**For further information, see the *Gulf Sailor*, January/February 2019. Call Fred 604 921 8392 or [fb8392@telus.net](mailto:fb8392@telus.net)**

Also, please **make your reservations** for **Easter** (Ladysmith 1-250-245-1146), **Sailpast** (USSC 604-947-0707) and **Victoria Day** (Telegraph Harbour 1-800-246-6011) as soon as possible.

# GULF SAILOR

## Towing the Sailboat with the Dinghy

On probably the busiest weekend of the year in Departure Bay we were blocking the way with no wind, no motor, and the tide was running! What to do?

I have been very impressed with Suzanne's work with the *Gulf Sailor*, her indomitable spirit and encouragement of her readers to contribute. I feel I want to support Suzanne but I tend to procrastinate. I wonder why.

In thinking about that, I stumbled across the idea of "the curse of knowledge" which Harvard psychologist Steven Pinker defines as a "difficulty in imagining what it is like for someone else not to know something that you know." (From his book, *The Sense of Style: The Thinking Person's Guide to Writing in the 21st Century*)

In other words, I may resist writing articles because I think most people know what I know therefore who would be interested in what I have to say! However, my boat partner was impressed with an experience we had last year on *Windstrel* and Suzanne said it would make a great article for the *Gulf Sailor*. With that in mind, I'll tell you my little story, even if you know how to do it already.

### Setting the Scene...

On the way to the Labour Day Newcastle cruise we were sailing down Georgia Strait after cruising up north. It was a gorgeous sunny day with the bonus of a very strong NW wind. It was a pure joy to sail that day; gybing downwind; lots of steady wind in a favourable direction and good boat speed. Yahoo!! Perfect!!

With the 25 knot wind on the starboard aft quarter we hardened up to sail happily into the sparkling, windless waters of Departure Bay in the lee of Stephenson Point and Jesse Island. The sails were lazily flopping as the waves rocked us side to side. It was time to start the engine. I turned the key, held the glow-plug button for the requisite time, pushed the start button on *Windstrel's* Universal Westerbeke 4-cylinder diesel, and ..... nothing! No R,R,R,R,R, or click ..... nothing. Try it again ..... nothing and again ..... nothing. Holy crap!!

I looked around. There was a big ominous tug and barge coming into the harbour to dock at the gas storage facility on Pimbury Point. There was a large BC Ferry coming in; perhaps five minutes away. Planes were noisily taking off and landing. There were power boats blasting by ignoring the 5 knot limit and putting up wake. It was probably the busiest weekend of the year in Departure bay, and we were blocking the way with no wind, no motor, and the tide was running!

### Troubleshooting the Problem

If you are like me, I jump to "what is the cause?" Which part of the electrical circuit is involved? How am I going to fix it? However I didn't have time to troubleshoot or endlessly analyze the problem or even have time to call for a tow.

With all the traffic and the tide running I didn't want to bob around waiting for puffs of breeze. I wanted to move the boat out of harm's way. So what to do?

I decided to lash the dinghy to the side of the boat and use the outboard as an auxiliary engine. This is easy to say but not so easy to do. The first step is to stabilize the sailboat as much as possible. In this instance I had crew to steer but if I was on my own, as I often am, I would set the auto helm and loosen the sails. I wouldn't want the boat to lurch over in an unexpected gust of wind or sail off in the wrong way. At the same time, I didn't want to take the sails down in case what I was planning to do didn't work and I needed to try to sail.

Once the boat was stable I brought the dinghy alongside; tying the dinghy bowline forward to a stanchion base. I didn't intend there to be any force on the bow line but to simply keep the dinghy close to the boat. The dinghy was located alongside near the back of the boat adjacent to the lifeline gate. I then climbed into the dinghy and tied a stern line from the dinghy to sailboat.



with no problem. Yeah!

Next I tied the tow line from the sailboat to the dinghy. I tied the tow line from the stern cleat to a screw clamp and lifting handle on the outboard motor.

### Note:

Articles on the subject suggest tying the tow line farther forward but on my dinghy I wouldn't want to secure the tow line to a glued-on handle. (Photo shows lines after being eased.)



Chuck Spong  
S/V *Windstrel*

Next was to get back onto the sailboat and get the outboard off the pushpit stern-rail bracket and ready it to go on the dinghy. I tied a small rope to the motor, in case I dropped it overboard, and laid it on the side-deck ahead of the lifeline gate.

I then jumped back into the dinghy and lifted the outboard off the side deck and onto the transom of the dinghy. I hooked up the gas line and started the outboard. Fortunately it started

*Towing the Sailboat Continued on p. 11*



# GULF SAILOR

## *Towing the Sailboat Continued from p.10*

I shifted the outboard into gear and applied power slowly until we were moving and I tightened the rotation lock on the outboard to stop the motor head from turning. Then I jumped back on to the sailboat.

Great!! We were moving along at about 3 knots and steering with the sailboat rudder. It worked like a hot damn!! We piloted down the channel behind Newcastle Island with no problem. When Phill Little in *Forever Young* came past us we waved happily that we were ok. In fact we even got wind and used the headsail to help us along.

I decided to go into the Nanaimo Harbour boat basin to effect repairs. We radioed ahead and asked for a spot with a starboard tie as the dinghy was lashed to the port side. As we were approaching the boat harbour I stowed the sails and as we neared the dock I jumped back into the dinghy to turn the engine down to an idle. It was



enough for us to ghost along and not too much power to overpower us when we wanted to stop the boat with dock lines alongside the dock. Not the prettiest landing but the boat was finally at dock; safe and sound. All good!!

## Solving the Problem

Now to solve the starting problem! I inserted the key, held the glow plug button for the appropriate time and hit the start button, and ..... wait for it..... the engine started immediately without any hesitation!

How bloody maddening! Now the problem would be really difficult to track down. I thought the problem would be related to connections.

So, I spent most of the rest of the day and next morning methodically cleaning wire connections and grounds.

The real question is: did the engine start the next day? Yes!

Did the engine fail to start again? Well, that is another story.

*Notes: I discovered two articles on the topic; one in *Cruising World* and another in *Sail Magazine*. Links to those articles are:*

Towing with your Tender:

<https://www.cruisingworld.com/how/towing-your-tender/>

Moving a Big Boat with your Tender:

<https://www.sailmagazine.com/cruising/moving-a-big-boat-with-your-tender>

## Help! Need the GYC Knowledge Collective



Maybe someone in the GYC knows what the heck this blue barrel contraption is.

When we stopped at the Hakai Institute on our way back down the coast we walked to a few of the beaches.

This barrel thing was stored in the woods just before the trail opens to the West Beach. It is mounted on a heavy umbrella base but with wheels so it can be tipped back and transported but will be stable when put back level.

We could not figure out what it was for.

I know other GYC members have been there and perhaps the contraption has been around for a while. We hope someone can enlighten us.



Ken Buckley,  
S/V Naida

# GULF SAILOR

## The Stubborn (Stupid) Solo Sailor

I have always been an independent self-sufficient person, making do with what I have. In the sailing community I often find similar "Can-Do" sailors...

Mainly due to the fact that when sailing you need to fix any problems you have with what you have on your boat. Figuring out what to do and being able to find unique solutions to problems is an essential skill. This is even more so when single-handed sailing. I have gotten into the habit of doing everything by myself so much that I forget that there is a squadron of knowledgeable and helpful sailors standing beside me. (That's the 'Stupid' part of the title.)

I thought many of you would like to read about my adventures with my Catalina 30 Tall Rig, *Tucana*. You may find useful tips or tricks to get the job done when far from a maintenance yard. Or, you may just enjoy laughing at the stupid things I do without someone else there to assist.

### Ladysmith Log (AKA New Rudder)

It was a cloudy and rainy day leaving Ladysmith heading south towards Maple Bay. I was keeping what I thought was a good lookout for hazards. But, as so often happens, logs can be like submarines. A two foot diameter wooden torpedo rolled under my bow with a bump, then under my keel with a rumble, and finally into my rudder with a crash. The log then left behind me to terrorize another unsuspecting sailor.

After a fearful check of the bilge and ripping out the bedding and cushions so I could check the bow from the inside, I relaxed and thanked Catalina for building a strong hull. But, and there is always a but, almost immediately I noticed the tiller was stiff and would not turn fully to port. Starboard was ok and while I could do wide turns I knew I needed to fix this. I called my buddy in Maple Bay to tell him what happened and that I would not be arriving. Then headed to Clam Bay where I could dive down and take a look at the hull and rudder.

Good news! There was no obvious hull damage. Bad news! The rudder was bent back and to the side. Okay I thought, if a log can bend the rudder then me and my handy dandy block and tackle (which I always sail with) can bend it back. Not! No Nien Nyet! After trying for several hours with rope tied to the bottom of the rudder running forward to my winch with a 5 to 1 block ratio nothing happened. Then after a few cuss words and shots of whisky, I and the rudder were done. I knew my relationship with this rudder was about to end.

Clam Bay is a nice place to anchor and that is what I did. The next day, with a heavy heart, I headed back across the straight to Milltown Marina.

Now the fun part. What do I do next? Call my insurance agent and ask if they cover damage from hitting a log. Yes ☺ they do – get an estimate approved first. Okay I call a couple of shipyards and a machine shop and they all tell me that straightening a bent 2" rudder post is impossible.

Buy a new one. ☹ Time to check out the inter-webs. Custom rudders are available – send your exact specifications and lots of \$\$\$. I decided to use Catalina Direct as they are experts with older Catalinas. But, they still need the specs. Being of good Scottish ancestry on my mother's side, I did not want to haul out to

measure and then wait for the new rudder and haul out again to install the rudder. I needed to remove the rudder in the water to be measured and then put it back on the boat so I could sail to Shelter Island when the new rudder was ready. All this must be done by myself of course. Remember I am a Stubborn Solo Sailor.

**Step one: remove the tiller.** The rudder will stay in place by its flotation, simple. ☺

**Step two: remove the rudder without losing it.** To do this, I needed to tie the rudder on a line that will be pulled through the rudder tube and later used to pull the rudder back in place. Not so simple as the rudder post is an exact match to the tube and there is no way to tie anything.



My solution was to use a short piece of ready rod (or you can cut off a long threaded bolt) the same diameter as the bolt that held the tiller onto the rudder. I cut this rod just a hair under the diameter of the rudder post,

slipped it halfway in and put two nuts on the rod on the inside of the rudder post. Positioned the bolt so it was not sticking out on either side and tightened the nuts to keep it in place. Then I tied a good rope onto the bolt and secured the other end to the boat so the rudder didn't go sailing away.

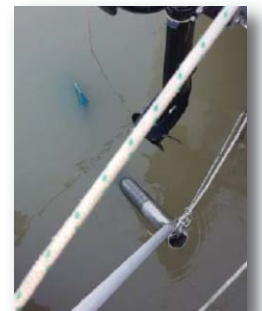


Finally with the back end of a boat hook I pushed the rudder down and out of the boat.

I used the normal end of the boat hook to retrieve the rudder and put it on the dock.

The next picture shows the bend that should be straight.

*Stubborn Sailor Continued on p. 13*



Glen Mitchell,  
Hon. Secretary,  
S/V *Tucana*



# GULF SAILOR

*Stubborn Sailor Continued from p. 12*

The board is aligned with where the shaft *should* be.

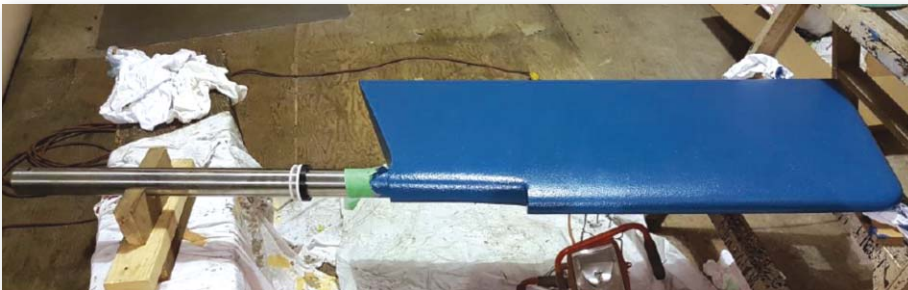


**Step 3: Measure.** The diameter and exposed length of the rudder post. Height of the notch. Trailing edge length.

**Step 4: Reinstall the rudder.** After measuring, the rudder can be put back. Easy right? Not really. First I needed a way to remotely align the rudder under the boat in the water. If you



**New rudder, freshly painted before installation.**



qualified to replace a rudder in the water. When your rudder is completely broken and you cannot steer, anchor and place an order for a new rudder. Then, pick up your new rudder with your dinghy and install it. Assuming that on a previous haul-out (or your next one) you have measured your rudder and can quickly order a new one when needed.

Happy Sailing! Sail where your heart desires, and know when to drop anchor

have seen the water at Milltown Marina you will know why I was not just diving in. (A full hazmat diving suit is needed!)

So, I made a wooden cradle with a downrigger ball as a weight to keep the rudder vertical and ropes attached to guide it. I attached the cradle to the rudder with a very fancy slip knot so that I could pull a rope and the cradle would fall. Using the ropes and the line that I had fed through the rudder tube when removing the rudder it was surprisingly easy to align the rudder and slip it up into the tube. The rudder was attached with one bolt. No problems and the cradle detached without a hitch.



At this point I get to go home and rest until my new rudder is delivered to Shelter Island. I needed to use a professional to install it for the insurance company and because drilling the hole in the top of the rudder post is very tricky.



Note how nice and straight the rudder post is.

Once the rudder arrived and was painted, I cruised up the river to Shelter Island for a quick haul-out. With the help of Fraser Shipyard, we removed the old rudder and installed the new one and I snuck on a couple of zincs with the boat on the travel lift. *Tucana* never touched land. ☺

After reading this you are now fully

*Minutes of General Meeting continued from p. 14*

## Business Arising from the Reports –

- Chuck asked if the members were interested in an article about using a multi-meter and testing electrical circuits for voltage drops. The members said yes.

## NEW BUSINESS –

- Jane Pengelly announced with sadness that Roger Wells has terminal liver cancer. Clare is requesting no phone calls. Cards and e-mails are ok.

**Motion to Adjourn** by Miles Walker.

**Meeting adjourned 20.14.**

**Minutes prepared and respectfully submitted by** Glen Mitchell, Hon. Secretary, *S/V Tucana*.



# GULF SAILOR



## Minutes

of the General Meeting,  
February 10, 2020

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

- Commodore comments and welcome.
- No new members attending.
- John McMillan introduced; submitted his application for interim membership.

The Minutes of the previous General Meeting were accepted by Miles Walker and seconded by Chris Stangroom.

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

- Having a Family Day cruise as suggested by Robert Sinkus was discussed at the Executive meeting and it was decided not to be practical at this time.

### REPORTS OF OFFICERS:

#### Executive Officer –

- 31 Members present. 1 Guest
- The Silver Ship ballots were distributed for the first of 4 secret votes which will be counted at the annual dinner dance.

#### Treasurer –

- The GIC has \$4,122 and the chequing account has \$11,388.
- There are 56 Paying Members, 4 members are late paying and are being pursued.

#### Secretary –

- Member statistics (prior to this meeting)  
Total 74  
– 64 Active Members of which 49 are Resident and 15 Non Resident  
– 4 Associate Members of which 3 are Resident and 1 Non Resident  
2 Honorary Lifetime Members  
4 Non Active Members of which 2 are Resident and 2 Non Resident
- There are 21 Mate members included in the above.
- There are 44 Sailboats in the club.
- The roster is under review. Thanks to the executive for all their comments. Waiting for a few more members to pay. Expect to have the digital copy out in two weeks. After which the printed roster will follow.

#### Fleet Captain –

- The Shakedown Cruise is on March 21 and 22. There is 300ft of dock space booked for GYC Please book your boat ASAP. The marina will give us more space if needed but not at the last minute. There will be a boat race as usual.
- The Easter Cruise will be discussed at the next meeting.

#### Staff Captain – Dar reporting in lieu of George

- Ken and Anne will be presenting next month on their trip to Haida Gwaii

### Executive Officers Present:

Commodore	Darlyne Farrell
Vice-Commodore	Chuck Spong
Fleet Captain	Fred Bain
Hon. Secretary	Glen Mitchell
Hon. Treasurer	Martin Pengelly
Executive Officer	Pat Costa
Past Commodore	John Dixon

### Absent:

Staff Captain	George Bamford
Signals Officer	Andreas Truckenbrodt

- Andreas will be coordinating the photo contest next month. It is too late to send any more photos.

### Vice Commodore –

- Requested the members to have a short informal discussion re. having a DJ at the dance vs the usual live band. Concerns were raised about the cost. Some members were satisfied with the current band. Some members were not. A few members just wanted a change. One advantage was that a DJ can play a wide variety of requests. It was pointed out that the cost of the band has been covered by a donation from generous member(s). A card from a band that plays on Granville Island was given to Chuck with the suggestion that the executive check it out. Chuck closed the discussion with a note that we have lots of time to decide this and to make the arrangements.

### Signals Officer –

- Absent - no report.

### Council of BC Yacht Clubs –

- Dar announced that the previous rep, Stewart Murray, is no longer with the club. Andreas will be our new rep.

### Past Commodore –

- One of the duties of the Past Commodore is to store the club's archives and records. He has been reviewing them and cleaning out the unnecessary items. He has almost a complete set of the Gulf Sailor going back to 1965 as well as the Rosters. He is keeping 10 years of executive and AGM minutes as required by the Societies Act. John's goal is to reduce the number of boxes from 8 to 3.
- He has found a noteworthy item – a GYC song book. Copies are available at the book table.

### Gulf Sailor Editor –

- Suzanne received one article tonight for the Gulf Sailor. When she receives no articles or gets them late, she is under a lot of pressure to get the Gulf Sailor published. Please have your articles in by next week. Chuck has promised an article.

### Commodore –

- Dar reminded the members to get the Silver Ship ballots in and they will be counted at the dance.
- The theme for the May Cruise is German.

*Minutes of General Meeting continued on p. 13*