



*Sailpast 2020 boasted glorious conditions with Commodore Dar taking the salute in the sunshine!*

## GYC the ONLY club to have a real Sailpast!

Better late than never! And we did it in style – sails snapping in the breeze along with the crisp salutes from Commodore Dar. We can all be proud that our little club could, and did, manage to officially start the cruising season on the water – none of that 'virtual' business for our members! Well done everyone and congratulations to Dar.

Anybody interested in trying something new? How about joining a **Mystery Cruise** this summer, a **four day multi-anchorage itinerary** with a final meetup somewhere that has plenty of anchoring room for all?

A total of six boats are given 'mystery' identities and destinations IN SECRET. When you arrive at the anchorage you must seek out the other boat and arrange a time to get together. It will be BYOAD (bring your own appie and drink) as new rules say no food or drink sharing. The idea is that you will get to spend time with someone you might not have known well before.

The 'mystery' part is that you don't know where you're going or who you're going to be meeting up with until you get there. Anchorages are not too far apart and are north/south and east/west so some sailing is likely – we are a cruising club after all. For more info check out p.5 for details. Cruise limited to six participants and does require commitment to ensure success.

In this edition, Fred writes about his Sailpast experience and thanks to Lorraine, Andreas and Cristina we have many great photos recording this historic event. I've also included the latest installment about the boat marooned in the Maldives, as well as an article about 'Cruising Styles' (with more pics from Sailpast) which I hope might encourage some of you to examine your own cruising philosophies and whether they could use a refresh. A cartoon by Sarah Steenland illustrates another great divide and poses the question: what are the essential requirements for happiness? Her position is clear. But mine?

Not so much.

Suzanne Walker, Editor S/V White Wolf



## *A Message from our Commodore*



### Dar Farrell, Commodore

Sailpast was a very special day for me. What started as a rainy, grey morning turned into sunshine and perfect wind. Quite a difference from last year! From the very beginning when the cannon went off until I saluted the last boat that sailed by, I was so proud to be part of the Gulf Yacht Club.

Continued p.2 Commodore's Message



# 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 Message

The rendezvous at Port Graves was a huge success. A big thank you to those who planned the event. Andreas dropped his dinghy anchor and we all connected with our boat hooks (and oars to keep us separated). It was the first time we had all seen each other in months and it felt good.

Thanks, too, to Andreas for organizing our virtual executive and general meetings and even giving the first virtual presentation – an excellent review of his and Cristina's trip to Portugal and how it is like the GYC (you had to be there!).

Last week, for the first time in months, we had an actual face-to-face meeting in George and Lorraine's garden while maintaining our physical distance. Although virtual

meetings have allowed us to get work done and connect, it was so good to discuss and share ideas in the same physical space.

Unfortunately it's still not possible to arrange our cruises as they have always been. They are scheduled on the usual dates but the activities have to be very different, if not entirely cancelled. I am convinced, however, that our club is resilient enough to adapt and make it work so that we can enjoy sailing and socializing together even while respecting physical distancing as necessary.

I look forward to seeing all of you this summer.



*Commodore Dar arriving at Sailpast appie rendezvous with refreshments.*



*Physical distancing at our Executive meeting.*

*SawLeeAh all dressed up and ready for the salute.*



## GULF SAILOR

## Fleet Captain's Report



Decisions made at executive meeting held Wednesday, June 17th regarding the up-coming cruises:

Although we all would like to get back to the ways we have done things in the past, this year we are needing to modify how we do things:

- We **WILL NOT BE** doing the 50/50 or the Poker hand.
- We **WILL NOT BE** sharing appies.
- **WE will be encouraging BYOA dinghy raft-ups** (Bring Your Own Appies) which worked well at Sailpast and seemed to be enjoyed by all.
- We are **NOT PLANNING** activities at the cruises but acknowledge that members can make plans that can work for the situations at the time.



Fred Bains, Fleet Captain  
S/V Koinonia

### Canada Day: June 30-July 2 Smuggler Cove

- Rafting should take place starting just after the entrance of Smuggler Cove and to the left
- Dinghy rafting is encouraged but land gatherings on Island 25, for example, may be considered depending on the turnout
- We **WILL NOT BE** sharing meals

John is planning for a group cruise to the Broughtons following Canada Day.

### BC Day: (North) Squirrel Cove: July 31-August 3

- BYOA on either a dinghy raft or on 'Dog Poo Island' if attendance is small enough
- Meals should be on own boats unless the number of members would be under 50 *and there is room to physically distance* so that 'Dog Poo Island' could work.

Some members may be returning from the Broughtons so be prepared for chilled cruisers showing up.

### BC Day: (South) Montague: July 31-August 3

- We are **NOT PLANNING** any activities: participating members can make plans in place depending on what is open and accessible
- BYOA on a dinghy raft
- Meals should be on own boats unless the number of members would be under 50 and can physically distance somewhere.

### Labour Day: Newcastle: September 3-7

- We are **NOT PLANNING** any organised events.
- The restrictions of no more than 50 person groups may still be in place at that time so we are not able to plan for having our salmon BBQ (we had over 80 last year).

### NEW! Late Summer Cruise: Thetis Island (Telegraph Harbour Marina): September 25-27

- We have dropped the Fall Cruise in favour of going to Telegraph Harbour. Again, we will have to see what we can do ashore once we are there. The emphasis will be on casual socializing.

We regret the changes we are required to make but we can enjoy the times on the water and the opportunities to visit each other.

I am writing this early so as to make it easier for members to plan their summer. If things change we will update as appropriate.

One last thing, my cell phone is broken and I am waiting for parts that may not arrive before Canada Day. If you need to get hold of me after June 30th, you can reach me on Deirdre's cell 604 341 5222 or on GYC's WhatsApp.

We are looking forward to getting out and enjoying our beautiful surroundings. I am sure we will all have many "beautiful days". :0)



# GULF SAILOR

## Sailing Flotilla to the Broughtons

John's heading north and invites you to come along after Canada Day in Smuggler Cove. Smaller crowds due to fewer US boats could make for a really great year to visit.

There will be a flotilla cruise following the Smuggler Cove rendezvous. There are no hard and fast plans at this time but the intention is to find our way to the Broughtons. Everyone is invited to join for all or part of this cruise. It will be a excellent opportunity to explore parts of our fantastic coast in company with other members. This could be a particularly good year for a cruise such as this because it is unlikely that very many American boats will be in our waters. It is my understanding that marinas in the Broughtons are, or will be, open and welcoming boaters.

I believe we will leave Smuggler Cove on July 2nd with possible stops in Jedediah Island, Sturt Bay, Powell River, Copeland Islands, Squirrel Cove, Big Bay, Shoal Bay, Forward Harbour, Port Harvey, Lagoon Cove and onward.

The actual itinerary will be worked out as we proceed and of course any plans will be influenced by the weather and other vagaries. If anyone would like additional information please contact me or feel free to just join the group at Smuggler Cove.



John Dixon,  
Past Commodore  
S/V Tantramar

## Council of BC Yacht Clubs Updates

More on the issue of US boaters in BC waters this summer – and vica versa; an update on threatened luxury tax; links to open marine parks and marinas.

### 1. Crossing the US-Canadian border

As you know, the border is still closed. Here is more information from CBSA:

<https://www.canada.ca/en/border-services-agency/news/2020/06/covid19-cbsa-reminds-recreational-boaters-that-now-is-not-the-time-to-be-crossing-the-border-for-discretionary-reasons.html>.

CoBCYC member, Peter Stockdill, advised that he is monitoring US boat traffic along the coast and notifying the Canada Border Agency of possible infractions. Some US boats have already been fined for infractions of the rules.

**Anyone who sees US boats that they think may be contravening the rules can contact Peter at [pstockdill@telus.net](mailto:pstockdill@telus.net) or 250-248-9527 with details (date and time, boat name, photo if possible etc).**



Andreas Truckenbrodt,  
Signals Officer  
S/V Beautiful Day

### 2. Boating in Puget Sound

For those of us in the US, and for later when we're allowed back into the US, a few points from RBAW (the Recreational Boating Association of Washington):

- **No discharge zone in Puget Sound** – This applies to all boats, even if they have on board treatment such as an Electrosan. It starts in US waters at a line from Port Angeles to Victoria. It is now state law so any state official can stop a Canadian boat "with due cause" to check that it's overboard sewage valve is secured in the off position. Plastic ties are sufficient. The Department of Ecology is working harder on education than enforcement for the time being.
- **Aquatic Invasive Species Fee** – this still applies, but is still hard to obtain and rarely enforced. Free Pump out program – this was in effect at big events and in state parks, but has been discontinued.
- **Mandatory PFD wear** – Those on human power boats (paddle board, kayaks etc) are required to wear a PFD.

### 3. Proposed luxury tax for purchases of boats over \$ 100,000

The information received from Bruce Haynes, Boating BC: "I have been checking with our contacts in Ottawa fairly regularly. They have not heard of any discussion with respect to the luxury tax. It is completely on hold for now.

### 4. Information about the COVID-19 situation

<https://waggonerguide.com/>

<https://salishseapilot.com/>      <http://bcparks.ca/covid-19/parks-affected/>

# GULF SAILOR

## Mystery Cruise: How it Works

Here's a diagram of how the cruise will work and why it's wrecked if you peek ahead of time. So this is definitely NOT for those who read the last chapter first!

As I explained on the first page, the Mystery Cruise is a **four day multi-anchorage itinerary** with a final meetup somewhere that has plenty of anchoring room for all.

### Why a Mystery Cruise?

Over the years there has been a lot of talk about introducing new cruise destinations or adding challenges to our favourite ones, of changing up the games and adding new ones, of returning to some old ones that once were old staples (like Pirates Cove). In the old days there were night cruises too, which I recall Doug Barnett talking fondly about. One of the things everyone was keen on was some way to mix it up a bit, and a way for new(er) members to get to know old(er) members better. Or just some way to get people talking to each other who might not.

I had in my mind organizing something like a Round Robin but with a twist. And this Mystery Tour is what I finally came up with. I could only get it to work with 6 or 9 boats over 4 locations. I wanted each boat to visit each of three separate anchorages and not meet up with the same boat more than once. And I wanted to limit the boats involved so that it would be easy for them to anchor and/or even raft up together if they felt like it. More than two, or three, could create problems in busy anchorages. The final anchorage had to be big enough to be able to easily take everybody.

So, here are the rules I came up with:

- Six (or nine) boats are given 'mystery' identities and destinations IN SECRET. Please only inspect the information concerning your first destination and don't tell anyone else about it and certainly not a fellow mystery cruiser if you accidentally hear of one. It would ruin the surprise and the mystery.

	Anchorage A	Anchorage B	Anchorage C
DAY 1	2 Boat 1 Boat	3 Boat 6 Boat	5 Boat 4 Boat
DAY 2	3 Boat 4 Boat	2 Boat 5 Boat	6 Boat 1 Boat
DAY 3	5 Boat 6 Boat	1 Boat 4 Boat	2 Boat 3 Boat
	Anchorage D		
DAY 4	5 Boat 6 Boat	1 Boat 4 Boat	2 Boat 3 Boat

- When you arrive at the anchorage you must seek out the other boat(s) and arrange a time to get together. It will be BYOAD (bring your own appie and drink) as there is to be no food or drink sharing. And the rest is up to you. If you're having a great time, or winning at cribbage, say, by all means keep at it. If you're all exhausted because you've had several late nights, then go back to your own boats and call it a day. Every rendezvous should be different.

Just before lights out, after snuggling up in bed, listening to the weather forecast and checking on the tides, you can open up your instructions for the next day and plan your route as you fall off to sleep. On the morning of the fourth day everyone will be headed for the same anchorage so you'll even have the opportunity to *crace* your way there, if the other boat agrees.

The 'mystery' of the cruise will be ruined if you peek at the itinerary in advance – so if you can't stand surprises, maybe this type of cruise isn't for you. As we've never done this before there are bound to be hiccups, but I think this could be good fun. If you're interested contact me with your thoughts and suggestions. We need six boats to commit or it won't work as conceived. I'm thinking of sometime around BC Day in the Gulf Islands but it could work equally well in Desolation.

Email me at [mswalkers@gmail.com](mailto:mswalkers@gmail.com)



Suzanne Walker,  
S/V White Wolf



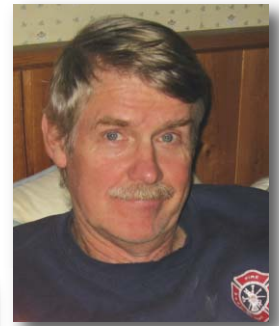
# GULF SAILOR

## The Only Local Non-Virtual Sailpast in 2020!

It began with rain and wind in Howe Sound as we pushed our way south to meet the fleet. Thoughts of, "At least it isn't blowing up a storm like last year" were on our minds.

A number of club boats were already milling about when we approached *SawLeeAh* who was nicely anchored in a good place near Caulfeild Cove. *Koinonia* checked the wind direction and surveyed the depths to the shore and asked *SawLeeAh* which side of her should the procession pass.

*Koinonia* then made a large turn to port to line up a long run back to *SawLeeAh*'s starboard side. By now many more boats had arrived and as the procession began, at 11:00hrs, a cannon shot was heard from *Boqueron* to signal the beginning of the Sailpast. As if planned, the clouds parted and we had a stunning day with just the right amount of wind to make the event a success.



Fred Bains, Fleet Captain  
S/V Koinonia



Gusty wind, driving rain, fog and miserableness accompanied us out of Snug Cove. It wasn't until we got round the lighthouse that the grey skies tore open revealing a small patch of blue. And by the time we lined up to sail past towering white clouds skudded across the sky and we needed sunglasses. After saluting Commodore Dar, the fleet was given its head and most raced off towards Gambier and our first ever dinghy appie rendezvous in Port Graves.





# GULF SAILOR

Winds were favourable into Howe Sound to the North on Bowen Island where winds became variable. We found Port Graves to have lots of room and secure anchorage for all of us that came.

At about 16:00hrs a dinghy floatilla developed with dinghies held together with boat hook or ropes. *Beautiful Day's* crew set an anchor to hold the flotilla from drifting. There was a lot of chatter amongst members who seemed glad to be back together after so many of our plans to date had been thwarted by the pandemic. Each boat brought their own appies, but the Commodore brought drinks for all.

A couple of hikes on Gambier were discussed and it was agreed that hikers could meet at the dock at 09:30hrs on Sunday.





# GULF SAILOR



Sunday morning found a good number of members setting out to either Brigade Bay or Burt's Bluff. Another nice day.

Winds picked up around noon making the return to our boats challenging for those who did not bring an outboard. Thanks to *Boqueron* for towing or taking some of us back to our boats.



Thanks for coming and taking part in the weekend. We've made history two years in a row: last year we were the only club to have one boat in the Sailpast and this year we're the only club to have a real Sailpast at all! Kudos to the GYC!



# GULF SAILOR

## Steel Sapphire A False Start

Thought you might be interested in a follow-up to the earlier story of *Steel Sapphire's* lockdown in the northern island of the Maldives – 70 days and counting and new Covid cases on the rise. May 29, 2020.



It's 4pm on Thursday 28th May – our scheduled departure time.

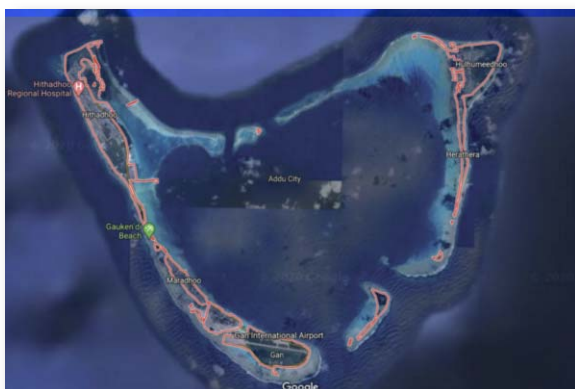
I start the starboard engine, while the wind gauge leaps to 30 knots as the latest in a line of squalls blows through the anchorage.

The rain drums off the saloon windows, and a steady drip comes through the hatch onto the nav table. After 10,000 miles of our circumnavigation, we've had to fix almost every hatch on the boat, but this one is stubborn and even after removing it twice and re-bedding it, we just can't find the leak.

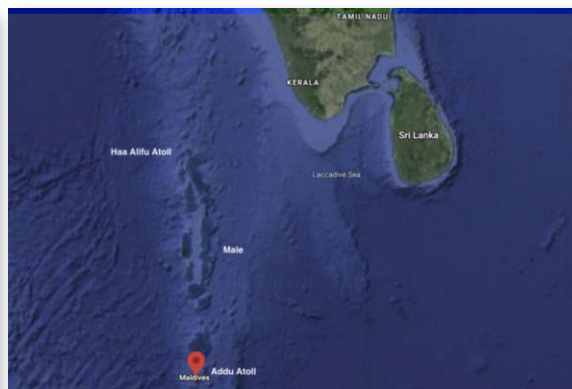
We've got used to it, and we have a towel ready to mop up the worst. While the engine is warming up, I turn to a blank page in the logbook, record our engine hours, and our starting latitude and longitude, while Jen grabs the windlass remote control.

We're finally ready to raise anchor, and begin the 450 mile passage to Addu Atoll.

After 70 days here in Haa Alifu, in the north of the Maldives, we've been given permission to move. It isn't free rein; the country is still in lockdown after all. But after intervention by our embassies, the authorities granted our request two days ago to move to the south of the Maldives to avoid the regular bad weather that strikes here in the north.



Addu Atoll



The southernmost atoll in the Maldives

So we've spent much of the last 48 hours prepping the boat to leave. And after this long on anchor, it's no small task, especially since we're expecting 25-30 knots and 2-3 metre seas along the way.

We're allowed to make one stop en route, in the capital Male, where we can fill up with diesel and gas, and reprovision, before resuming the journey to beautiful Mulikohlu Island in the south.

The Male stop, while attractive in terms of much needed supplies, brings with it its own challenges.

The Maldives is still seeing large numbers of new Covid-19 cases every day, and the epicentre is Male. So there's significant personal danger involved in going there.

The anchorage is also the busiest in the Maldives, with many commercial boats anchored right on top of each other, and not

enough room to swing as the wind changes direction. So we spend some time preparing our stern anchor with extra chain and rope and get it ready to deploy quickly.

This photo of Hulhumale anchorage in Male is very poignant. It was taken by May-Lis Farnes, crew on the Swedish yacht S/V Hafsokestern. A highly experienced yachtswoman, she was originally crewing through the Indian Ocean, but the yacht she was on got stuck with us at Uligan in Northern Maldives due to Covid-19. The skipper decided to sail back to Sweden non stop (a mind-boggling undertaking on a tiny Bavaria 30 yacht), but May-Lis didn't have the time to join him. However, she couldn't leave either, as all flights were cancelled. After several weeks, she managed to fly home, albeit via several countries. She took this photo out the window as she was leaving (overleaf). Hafsokestern is the smallest sailboat in the picture!



# GULF SAILOR



*Destination: the busy Hulhumale anchorage in Male.*

It's important to spend the time doing this before we leave, as typically you don't "get into the groove" on a passage until day 3. Since our anticipated arrival at Male will be after two days and nights of sailing, it is literally the worst time to try and negotiate a busy anchorage in the forecasted 30-knot winds.

Because the anchorage is so full, the water is too dirty to run our watermaker, so I've spent the last two days filling our tanks, and my last job is to "pickle" the machine (run some chemicals through it) so that it can sit unused for a week or two without marine organisms fouling the membrane.

I serviced one of the engines last week, and paradoxically my routine engine checks earlier today revealed a problem caused by the servicing – a fuel filter is leaking. I strip it down and sure enough, one of the rubber seals is cinched – I must have damaged the seal when reinstalling it. But these little teething problems are par for the course, and we've left ourselves plenty of time.

We're one of three boats left in the anchorage, and the other two are our closest friends here. We sailed the Anambas Islands in NE Indonesia with *Erie Spirit* last year, and did some land travel together in Sri Lanka, so we know we enjoy spending time together. They're also leaving at 4pm today for Male.

By contrast, Andrew and Leslie on *Sonrisa* are reluctant to stop at Male – they have less need than us from a diesel perspective, and so the risk/benefit equation with the Covid-19 situa-

tion doesn't work for them. They've decided to sit out some forecast rough weather up here, and then sail direct to Addu in 10 day's time, meeting us there.

That has given us serious pause for thought. Although cruisers are an independent bunch, most of us make friends among the other cruisers, some closer than others. From the moment we met them in Thailand 18 months ago and Andrew bankrolled me through customs and immigration, we knew they were "our people".

We made our plans to sail through the Indian Ocean together, and it somehow doesn't feel right to be leaving them behind.

We know we'll see them soon, but when faced between the choice of leaving right now on a testing passage to Male, with a dodgy, unpleasant anchorage and a high risk of Coronavirus infection, or hanging out for another 10 days up here with our besties drinking wine and playing cards, waiting for the weather system to pass through before sailing non stop to Addu, we're heavily conflicted.

It occurs to me that perhaps we've been institutionalised, and now that the authorities have released the shackles and given us our freedom (or at least the chance to move), perhaps we're too scared to face the outside world!

We go about our preparations anyway, putting off the decision to the last possible moment.

And now that moment has arrived.

While the engine is warming up, *Erie Spirit* raises their anchor and turn to the south.

Jen and I look at each other. "Ready?" I ask.

"I guess", she replies, with a distinct lack of enthusiasm.

The wind has died away but the rain is still falling.

"How about Rock Paper Scissors?" Jen says. "Best of three".

I take "Going", and Jen "Staying". Going wins, but in my gut, I'm disappointed.

"Alright, let's do it", Jen says.

Just then, the radio crackles into life. It's the Coastguard, checking in with *Erie Spirit* and confirming they're on their way.

"Take care out there", say the coastguard. "It's rough conditions".

Jen and I look at each other.

It's not quite enough to tip the scales, but we're now harbouring some serious doubts.

I go and check the weather for the tenth time today, I



*Leslie half way up Sonrisa's mast in our current anchorage*



# GULF SAILOR

know what it will tell me – the conditions will be OK - a little boisterous, but nothing that Steely can't handle. But I look anyway, in the vain search for some new clarity.

I don't find it.

Leslie pings us on WhatsApp. "Are you guys leaving or not?" she asks, somewhat hopefully.

If we go, they'll be left all alone here in Haa Alifu – the sole survivor from some 20 boats that have made their way through the anchorage in the last 70 days.

She knows it's my birthday in a few days, so she plays her trump card – "I'll bake you a cake! What's your favourite?"

I'm tempted, but it's not enough. We've got to get going, don't we? The rough weather up here is not ideal, and although the passage in front of us will be a little sporty, the prize at the end,

after Male, will be a much calmer anchorage in the south.

Yup, we've got to go. Birthday cake be damned.

And then, out of nowhere, serendipity intervenes. My Facebook pings with an update. I'm reading it when Leslie sends me the same link.

Thailand has just announced they're opening their borders on 1st July.

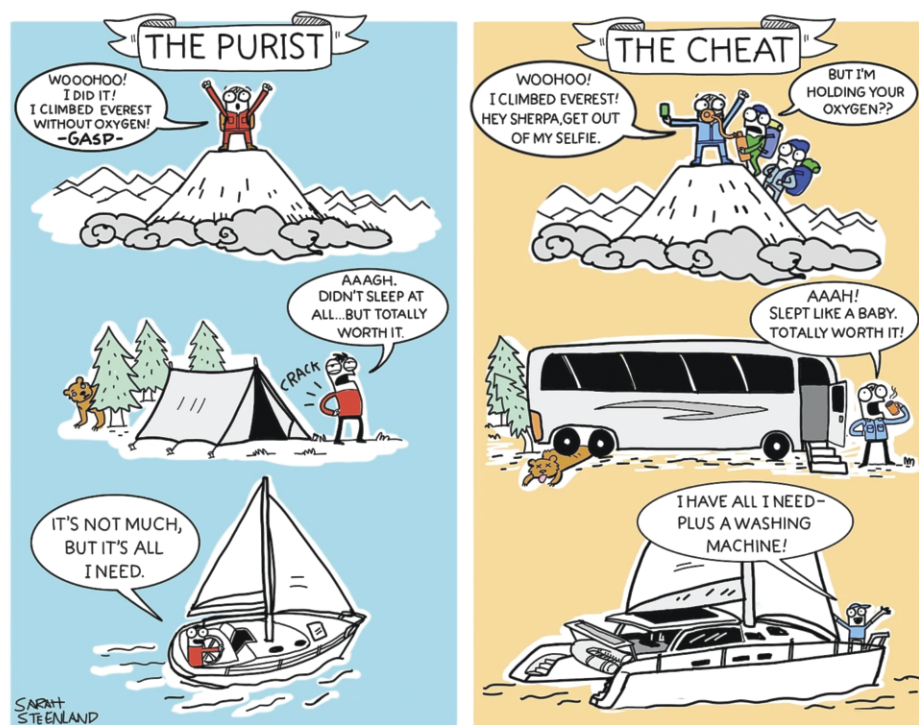
I look at Jen. Thailand or Malaysia is exactly where we want to be right now. And Addu atoll is 450 miles in the wrong direction.

I turn the engine off.

We're staying.

## What's Your Cruising Style? Go with flow or plan every detail?

Mark Aberle, ThreeSheets NW, 5-4\_2017 explores the differences. "Planning a sailing trip in the Pacific Northwest is like trying to pick decent red wine at Total Wine. So. Many. Choices."



*Which type of sailor are you or would you like to be? A purist or what she calls 'a cheat'? Or a bit of both? Whichever you are, often things just don't go as planned and have to change.*

dealt with. Accordingly, weather always gets a vote. But summer patterns being what they are, I typically used the engine, that reliable "Code D", to achieve the objective and sail opportunistically if weather allows.

In years past, I've targeted areas including the Gulf Islands, Desolation Sound, the Broughtons, Alaska, around Vancouver Island, etc, and then cruised to those areas with a fairly loose plan in mind. The more adventurous trips were when times extended with the final days involving sticky notes with "Thursday, Friday and Saturday" written on them then placed on a chart to help think through the options of how to get back in time for work.

I've known many types of planners throughout the years who attack the problem in different ways. One of my buddies typically starts in February and nails down specific dates when friends fly in or help take the boat from port to port. Not every day is planned, but months in advance he knows dates when he'll be at specific places to facilitate crew changes.

Another friend, who works from his boat, establishes a general arc for a period of time, then watches the weather. Totally comfortable in staying in one spot for several days, he and his wife wait for favorable winds then ride them for all they're worth to get from point A to point Z. And if point R — somewhere in between — looks interesting, well, why not drop the hook and explore it?

I'm somewhere in between the tight planner and the less structured nomad. I have a desk bound job and my free time is scheduled. I know when I'm leaving and when I need to be back. The time element is framed and bracketed well before I cut the dock lines and weather patterns need to be



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In years past, however, I've fallen into the trap of focusing on one trip at a time. The Barkley Sound trip back in 1994 was a classic example. I started thinking about that trip in February, researched, planned and then executed the schedule. Same with the Alaska trips in '78 and '84. In 2005 it was the Broughtons. Then in 2011 we went around Vancouver Island.



*What's so great about belonging to the GYC are the chance encounters that can send you off in new directions: anchorages and experiences you might never have tried on your own. But only if you can go with the flow and give up the original plan without guilt.*

One memorable trip that bucked that planning trend was supposed to be to Desolation Sound. Two of my buddies, Bruce and Doug, were aboard and we had planned a cruise to the Sound with a fair amount of detail. The three of us were in the cockpit and we'd just cleared Nanaimo's Departure Bay. Whiskey Gulf wasn't active, sails were up and we were on a broad reach aiming for the southern tip of Texada. The discussion we were having involved past trips Bruce and I had taken together and the topic of Princess Louisa Inlet popped up. One of us said "Ah, Louisa" in a longing sort of way. Doug, who had never been, rightfully asked "What's Louisa?"

After he uttered those words, Bruce and I looked at each other and without speaking I ticked the autopilot a few degrees to starboard on a heading towards Pender Harbor. Bruce trimmed the sheets to adjust for the new course and Doug, still not comprehending, questioned, "What just happened?" We informed him we were headed to Louisa instead of Desolation Sound. In less than three seconds and with no discussion, months of planning got cast aside. It turned out to be a great trip and Doug can now count himself among the fortunate ones who can say "Ah, Louisa."

That trip aside, most of my summer cruises involved a single location or area decided months in advance. I'd plan the itinerary, largely because it's fun to do and makes a northwest February more bearable, then rip up the itinerary on the first day out. We'd still do the trip, but the initial itinerary served only a general guideline and the attitude and input of the crew dictated the specifics.

This summer we're approaching things a little different than we ever have. Instead of the usual one, we've got two trips in mind and perhaps a third during the same timeframe. Leigh and I both work, so the dates are set. It's the destination that is malleable. Weather will always get a proper nod, but this year our attitude in the moment will decide as well. We may go outside as far north as Clayoquot Sound. Or we may do the Gulf Islands. And just now, reminiscing about Louisa made me smile.

My role is to have the boat ready for any of those destinations. The charts are set, tide and current tables are up to date, and with new sails, my Maple Leaf 42 Cambria is primed to get going. Over the next several weeks, during quiet times, Leigh and I will chat about the options. When we peel everything away as the trip approaches, we'll be in a state of mind that's impossible to predict.

We may be itching for adventure and want to attack it with as much energy as our 60-year-old minds and bodies can muster. Long runs and early first light mornings may be just what the doctor ordered. I can almost smell that pre dawn view of sunrise on still water with a steaming cup of coffee in hand.

Or, we might be more haggard, beat by the daily grind and want to sleep in until (oh could we?) 7 a.m. — perhaps 7:30. And maybe we'd have a leisurely meal, a slow kayak tour of the anchorage and perhaps lift the anchor in late morning with plans to arrive at the next anchorage in the early afternoon.

Given our not quite two week window of time, Clayoquot or Louisa would demand the attack mode. The Gulf Islands would suit the more relaxed approach. As I write, in early April, both sound appealing. Yesterday I would have voted for the gentle approach. Today I'm itching to get out there and be more aggressive. I haven't a clue how I'll feel tomorrow.

And so it is with our trip. We're going to load up with options and then a day or two before departure, probably over a glass of wine, we'll take our pulses and see what we want to do. Relax or go for it. Or some combination of the two.

The early August timeframe is set, but the destination isn't. And that glass of wine? I don't know what it will be. A lighter Pinot? Full bodied Cab?

It's like cruising in the Northwest. So. Many. Choices.



*George unexpectedly adrift – perhaps not planned but a good story in the end.*



# GULF SAILOR



## Minutes

of the Virtual General Meeting,  
May 11, 2020

The meeting was called to order at 19:38 hrs by Commodore Darlyne Farrell.

- Commodore comments and welcome.
- No new members or guests were introduced.

The Minutes of the previous General Meeting were accepted by Rod Caple and seconded by John Dixon.

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

- None reported.

### REPORTS OF OFFICERS:

#### Executive Officer –

- 24 Members present.
- New member package for John McMillan is mailed.

#### Treasurer –

- The GIC has \$4122.00 and the Chequing account has \$11,306.00. We have spent about \$1450 less at this time compared to last year.

#### Secretary –

- Member statistics (prior to this meeting)  
Total 73  
– 63 Active Members of which 49 are Resident and 14 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.

#### Fleet Captain –

- Victoria Day Cruise to Thetis Island Cancelled. A reminder to members to cancel their bookings with the marina.
- We are planning to combine the Summer Cruise and Sailpast. The executive is meeting before each cruise and will advise the members of any changes and details.
- John Laing would like to reschedule the Ladysmith cruise and Fred will check into the details.

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

- No Report

#### Vice Commodore –

- Members can email him with DJ info or recommendations for the dance.
- Request the roster PDF be sent again to all. Glen will email the latest version to Martin for distribution.

#### Signals Officer –

- Andreas encourages all members to use WhatsApp and Facebook communication tools to help connect while maintaining social distancing.

#### Council of BC Yacht Clubs –

- No report.

#### Executive Officers Present:

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

#### Absent:

#### Past Commodore –

- Reminder that the constitution requires a general meeting every 3 months and the virtual meeting meets that requirement. John encourages all members to use WhatsApp and Facebook to keep in touch.

#### Gulf Sailor Editor –

- Will be sending out the newsletter in a couple of days and welcomes any last minute articles.

#### Commodore –

- Thanks to Andreas for providing the WebEx meetings and to Rob for managing the WhatsApp GYC group.

#### 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 –

- Places that are open during the Covid-19 Restrictions
  - Protech Marine
  - Martin Marine – order online and then pickup.
- Marina status
  - Port Graves (30 Boats anchored)
  - Snug Cove no transient moorage
  - Gibsons Private, Public and fuel dock open
  - Secret Cove is local only
  - All reciprocals are cancelled at the marinas and clubs
  - Refuge Cove will open June 1st
- Pat has 8 made in Japan beer steins available.

#### Motion to Adjourn by Ken Buckley.

#### Meeting adjourned 20.17.

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

