



GULF SAILOR

CRUISING UNDER SAIL



New Year's Eve in Snug Cove on Bowen saw four boats gather to celebrate. Thanks for the photo Robert.

New Year feels old already...

But maybe that's just me. I know many of you feel bone-tired from all the isolating, all the being careful, all the restrictions. And as they aren't going away any time soon, we have to find ways to feel energized and optimistic. For this new year, my hope is that you and yours remain healthy, happy and safe.

This newsletter waves goodbye to the old executive and highlights the new who introduce themselves "in their own words". I say 'new' but in fact we are lucky to have a record five past Commodores in the mix! No shortage of guidance, and opinions, in the offing. Our new Fleet Captain has drawn up the 2021 Cruise and Meeting Schedule which includes a NEW cruise – the Family Day Cruise joins our traditional calendar of events. And while you can go ahead and plan your sailing year, remember that plans are always subject to change and the GYC will adapt as usual. Liz and Robert both contributed to the report on ringing in the New Year at Snug Cove and thanks to Chris for the photos. Lorraine and George spent a windy couple of days tied up in Burgoyne Bay last summer which prompts the first of what I hope will be many "GYC Recommended" Anchorages or Destinations and which we will enjoy hearing about at our virtual meetings this spring if Staff Captain Doug can convince you to offer up your suggestions.



Andreas provides information from the Council of BC Yacht Clubs, and everyone needs reminding about Club Tools that are there for the borrowing. In From the Archives, John unearthed a lovely letter extolling the virtues of the club from the previous editors of the newsletter, Keith and Polly Tracey. I know that we all miss them. As for my New Year's resolutions? I'll think I'll go with *The Three Rules of Sailing*: (1) Keep the people in the boat. (2) Keep the water out of the boat. (3) Keep the boat off the ground.

Suzanne Walker, Editor S/V White Wolf

Message from our New Commodore



Christie Stangroom,

Commodore, S/V Christie Cove

I am excited to take my turn as your Commodore for 2021. As you know, many of our regular activities were changed over the past year to accommodate "social distancing".

Continued p.2 Commodore's Message

GULF SAILOR

Executive Officers 2021

Commodore: Christie Stangroom
Christie Cove

Vice Com: John Dixon
Tantramar

Fleet Captain: Robert Sinkus
Reality

Staff Captain: Doug MacLeod
Willpower

Exec. Officer: Pat Costa
Sparkle Plenty

Hon. Secretary: Ken Buckley
Nalda

Hon. Treasurer: Glen Mitchell
Tucana

Hon. Signals Officer: Andreas Truckenbrodt
Beautiful Day

Past Com: Darlyne Farrell
SawLeeAh

Hon. Editor: Suzanne Walker
White Wolf
dandg@portal.ca

Commodore's Message

Let's embrace the changes (like our virtual meetings) and move into an exciting new year of possibilities and a great sailing season.

Dar has been at the helm of the GYC for two years and has done an amazing job – thank you Dar. A warm welcome to our new Fleet Captain, **Robert Sinkus**, you will be hearing from him about the cruises as they come up. **Ken** has stepped up to take on the duties of Honorary Secretary from **Glen** who will now be the Treasurer, and **Doug MacLeod** will be your new Staff Captain. Big thanks to the members stepping down this year, **Martin, Chuck, George** and **Fred**. And an equally big thank you to those remaining on the Executive to guide me – I appreciate all you do.

Your 2021 Executive is already working on the list of cruises, putting together the new Roster, and figuring out what we can do to make this year exciting. Don't hesitate to volunteer your ideas, stories for the Newsletter and your time at a cruise, it's your input that keeps the GYC going!

Looking forward to happy days of sailing, laughing, and sharing with fellow members of the GYC. Especially hoping for warm winds to fill our sails, prawns in our traps, sips of good wine and spending time with friends. See you on the water soon!



Chris Stangroom
S/V Christie Cove

Introducing Our Commodore

In her own words...



Our first sailing experiences with the GYC go way back (I was young!). We had moved up from a 26 ft Ranger to a 33ft Truant and had met Phill and Nancy Little. Work interfered with our sailing as the GYC rendezvous were Saturday, Sunday and our days off were Sunday and Monday so we waved a lot as they were coming home but never quite got there in time – we lasted a year the first time around. Eighteen years later we rejoined and haven't looked back.

Ragnar and I sailed our Truant 37, *Christie B*, for 20 years. I am a bit anxious on the water so in the early days I decided I had to be able to run the boat myself so I learned to single hand her. Then came the summer we let music into our lives and on board came guitars, bags of music, an amp etc., (and don't forget all the batteries for the amp) and *Christie B* became a bit cramped. In 2007 we launched our beautiful Sceptre 43, *Christie Cove*. On board now are two small ukuleles! And room for me!

Sailing with friends, meeting up at rendezvous or in favorite bays along the coast and sharing food (prawns) and drink – these are the things that make memories with the GYC. My wish is that this year brings all those things closer than last year. It will be a privilege to serve as your Commodore for 2021. Happy Sailing!

GULF SAILOR

Fleet Captain's Report



NEW Family Day Cruise in Howe Sound

This year, the GYC is organizing the **inaugural Family Day Cruise** over the February long weekend: an informal cruise with no pre-planned events other than our usual 5:00 Happy Appie Hour.

There are nice hikes through the woods at Keats and Bowen, which I am hoping to do if we get there, and we can figure that out as a group as we go. Of course, if people want to treat the organizer to caviar, lobster and a bit of Château Mouton Rothschild in any of 007's favoured vintages, I hear he won't object – but seriously...

I have sailed this weekend most years since it became a holiday in BC, except for the one time we had an unusual cold snap with slippery ice on the docks in 2019. In the other years, the weather has actually been quite pleasant (good winds, sunshine and little to no rain), but you will want a way to heat your boat – especially at night. With luck the weather will be nice this year. In the past I have headed across the Strait to Silva Bay after a night at Plumper, but am thinking more people would prefer to stay locally in Howe Sound – so that is the tentative plan, arriving at our first location around noon/early afternoon.

Please let me know if you are thinking of coming out (sailing – get your minds out of the gutter: what are you – a bunch of sailors? – Oh wait – we are - never mind ;-), and let me know your preferred destination(s). I was thinking of the first night at Keats and the second at Gibsons with shore power but am open to suggestions. Glen has requested that the second night be at Gibsons so he has an easier shorter crossing home to Nanaimo. And the Mexican restaurant (Lunitas Mexican Eatery) that we went to a year and a half ago is still open for business in this new normal.

Planned attendees as of January 14th are: Dar and Rod, Glen, Julia and Paul, *Reality*, Klaus and Liz, George P., Lorraine and George B. People who are considering coming are: Phill and Nancy, Ted and Dee and David Lyon for a total of 9 or 10 boats.

Remember to bring your masks!

NEW!

I intend to set up separate WhatsApp groups for the Cruises this year so we can communicate amongst ourselves without clogging up the main GYC one. Andreas did that for the Stag Cruise and it worked well. We can still send highlights and any paddle worthy moments that might come up – Not that I would know about the Paddle ;-)



Robert Sinkus,
Fleet Captain,
S/V Reality



Robert with King Crab in Puget Sound.



With prawn trap in the Broughtons.

GULF SAILOR



General Meetings
begin at 7:30 pm



Executive Meetings
begin at 7:30 pm

GYC Cruise and Meeting Schedule 2021

Month	Event/Meeting Dates	Event and Cruise Location	General Meetings/Notes MONDAYS
December 2020	Dec 31-Jan 1	New Year's Cruise: Snug Cove	
January 2021	11	AGM and General Meeting: Virtual	Jan 11
February	8	General Meeting: Virtual	Feb 8
February	13-14-15	FAMILY DAY CRUISE: Howe Sound	S/S/M
March	8	General Meeting: Virtual	Mar 8
March	20-21	SHAKEDOWN CRUISE: Snug Cove	S/S
April	2-3-4-5	EASTER CRUISE: Ladysmith	F/S/S/M
April	12	General Meeting: Virtual	Apr 12
April	24-25	SAILPAST: Snug Cove	S/S
May	10	Pub Night: TBA	* May 10
May	21-22-23-24	VICTORIA DAY CRUISE: Telegraph Harbour Marina, Thetis Island	F/S/S/M
June	11-13	SUMMER CRUISE: TBA	F/S/S
June	14	General Meeting: Virtual	June 8
July	1-2-3-4	CANADA DAY CRUISE: Smuggler Cove	T/F/S/S
July		BROUGHTONS-DESOLATION CRUISING	WhatsApp
July/August	July 31/Aug 1-2	BC DAY CRUISE: Comox/Squirrel (Northern); Montague (Southern)	S/S/M
August		DESOLATION CRUISING	WhatsApp
September	4-5-6	LABOUR DAY CRUISE: Newcastle Island	S/S/M
September	13	Pub Night: TBA	* Sept 13
September	24-30	EXTENDED FALL CRUISING	WhatsApp
October	1-2-3	FALL CRUISE: Port Graves/Gibsons	F/S/S
October	18	General Meeting: Virtual	Oct 18
November	8	General Meeting: Virtual	Nov 8
November	20	AWARDS DINNER DANCE: RVYC	Nov 20
December	14	CHRISTMAS SING-ALONG: Virtual	Dec 14
December 2020	Dec 31-Jan 1	New Year's Cruise: Snug Cove	

Information may change as the year progresses and conditions change.

*Pub Night once
that is allowed.



GULF SAILOR

Staff Captain's Report

Interested in making a short virtual presentation? GYC meetings will remain virtual until it's safe to meet in person. Let's make this an opportunity for GYC members to share interesting topics with fellow sailors.

Do you have an idea for a presentation at the end of a business meeting? Such things as: Favourite Destinations, DIY Projects, Navigation Tips or Photo Collages of Summer Cruises would all be hugely entertaining. Presentations need to be visual and short – 15 minutes maximum. Don't panic, we can help with video or Power Point preparation. I'm looking forward to some engaging sessions.

Contact Doug MacLeod: dmmacleod1833@telus.net or 604-980-6265.

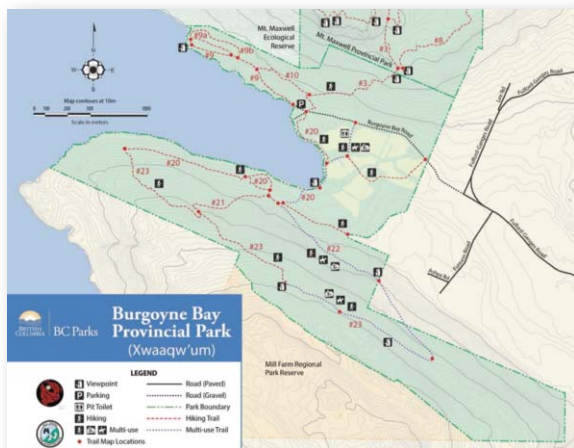
Here's what we've got lined up so far:

February 8	GYC Awards Presentation
March 8	Navigation, John Dixon
April 12	Happy Times on the GYC Love Boats, Miles Walker
May 10	Blue Water Cruising Association: Preparing for Offshore, Ken Buckley and Anne Trudel



Doug MacLeod,
Staff Captain,
S/V Willpower

GYC Recommended Anchorages



Everyone is keen to hear about a newly discovered, old favourite, surprising or best-sunsets-ever anchorage. I hope this will be a regular feature in the newsletter and in our virtual presentations. Here's a suggestion from Lorraine. She and George sheltered there last summer, had a nice walk, and enjoyed a quiet time.



Burgoyne Bay Provincial Park is one of three provincial parks on Salt Spring Island, along with Mount Maxwell and Ruckle Provincial Park.

The park contains wooded Douglas-fir forests, threatened Garry oak trees, rocky shorelines, open grasslands, culturally significant sites (First Nation middens and gathering places), and a number of old and historic farm buildings.

The park, including the waters of Burgoyne Bay, contains the last undeveloped salmon-bearing estuaries on the island.

Lovely walk above the ocean, well signed, leads to a point with a view to Vancouver Island. Remains of homes from the '60's barely visible (30 minutes from the end of Burgoyne Bay Road).



Left: Somerset tucked in and safe from the storm last summer. Above: The public wharf at Burgoyne Bay.

GULF SAILOR

Introducing Our Staff Captain

In his own words...



Doug MacLeod
S/V *Willpower*



Mariette and I first learned to sail in 1975 at Jib Set in Coal Harbour. They had a fleet of Cal 20's and promised new, timid sailors that it was impossible to capsize these hardy vessels. A quality that was reassuring on our first cruises in tempestuous April winds.

Sailing was interrupted for 12 years when we lived in Hazelton and the Kispiox Valley. Boating consisted of canoeing and kayaking on Northern lakes and rivers.

In 1988, after settling in Fort Langley, we joined the Surrey Sailing Club in Crescent Beach and started racing dinghies. Our first boat was an Enterprise, later we purchased a Laser and a Fireball. Dinghy racing, called "wet-ass" sailing by some, was exhilarating and a great way to develop skills. But we yearned to cruise our beautiful BC coast.

In 2,000, after several seasons of chartering, we bought our first keel boat, *Kate*, a Contessa 26. Two years later we joined the Gulf Yacht Club, adding a social dimension to sailing that we have cherished for almost 20 years. In 2006 we bought *Willpower*, our Ericson 32, in Everett and sailed her to West Vancouver.

What would life have been like if we hadn't become sailors? There would be more money in the bank. But I would never have romped across the Strait on a broad reach, wind ruffling my hair, or experienced the thrill of watching a whale breach. And there would have been no sleepy afternoons in sunny anchorages or conversations with GYC friends in the cockpit long into the evening.

Introducing Our Fleet Captain

In his own words...



Robert Sinkus
S/V *Reality*



I started with dinghy sailing on Ontario lakes, before we finally got a C&C27. I remember being woken up to help Dad because we were dragging anchor and the painful stings of the 4" tails of the lines tying the boom tent whipping my cheeks as we dragged past the other boats. That may explain my cautious approach to anchoring.

The most fun was being caught in a squall, when I had to go pull down the viciously flogging genoa (no furling back then). The shackles had whipped off, releasing the sheets. I crawled under the deck sweeper, keeping my head safely away from the deadly clew. At some point our tiller snapped and we discovered our spare didn't fit! For years, my uncle told stories about how my feet flew up in the air each time the boat pitched up and down the monster waves.

I moved to BC, and after years of white water kayaking, I resumed sailing, mostly out of Jericho. Eventually I got *Reality*, got into Burrard Civic, and joined the GYC. I feel so fortunate for being on the receiving end of all the warm smiles, good natured welcomes, great support, new friendships, and good times with so many of our fellow members. It is a great club!

I love so many aspects of being on the water: sailing in heavy airs, flying the kite, paddle boarding, watching the marine life, seeing bears, elephant seals, sea lions, and whales; evenings of swimming and barbecuing with friends just before sunset on a summer's night on English Bay, hiking in remote areas and of course: connecting with others on club trips.

I look forward to supporting the club in having another great year on the water.

GULF SAILOR

Outgoing Honorary Treasurer's Report

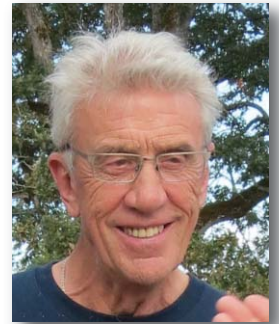
2020 was a strange year in many ways. This was also true with the clubs finances, with a lot of our normal expenses not being incurred.



Attached are year end reports for Revenue and Expenses , which is a list of the monies flowing in and out of the clubs finances over the last 12 months. The second report show the clubs assets including the GIC/Savings account.

The net of all this is that the club is in good shape financially as we look forward to what is hopefully a better year.

Martin Pengelly
Honorary Treasurer



Martin Pengelly,
Honorary Treasurer
S/V Kailani

Gulf Yacht Club 2020 BALANCE SHEET (unaudited) as at December 31	
ASSETS	2020
Bank - Scotia	11,290.46
Petty Cash - Gulf Sailor	
Petty Cash - Executive Officer	0.00
Petty Cash - Bar	85.00
Cash Available	11,375.46
Investments in Savings & GICs	4,123.54
Accounts Receivable - General	0.00
Inventory - Bar	89.00
Inventory - Burgees, Flags & Pins	130.00
Inventory - Projector, PC and tools	0.00
Deposits & Prepaid Expenses (Newcastle deposit)	250.00
TOTAL ASSETS	15,968.00
LIABILITIES	
Dues / Monies received in advance	0.00
Accounts Payable: RVYC Awards Dinner Dance	0.00
Payable: Marine Parks & DSABC	0.00
Payable: Awards plaques and engraving	0.00
Payable: Outstanding Fleet, Awards D/D Expenses	0.00
Payable: Christmas Sing-a-long Meeting- Gluhwein	0.00
Payable: Gift Supplies	0.00
Outstanding cheques	0.00
TOTAL LIABILITIES	0.00
NET EQUITY	15,968.00
Year to year change in net equity	
CASH (less payables) AND GIC'S IN BANK	15,499.00

INCOME AND EXPENSES For the year ending December 31st 2020	
	2020
Income	
Membership Dues & Initiation fees	7,075.00
Marine Parks Forever	676.34
Awards Dinner receipts w/donations	0.00
Bank Interest or cash from GIC's	0.00
Misc Net Income (including burgees)	156.00
Net Bar Income	94.00
Fleet Income (Room rentals, Salmon sales, etc.)	0.00
Donations & DSABC	0.00
T-shirts and hats	0.00
Total Receipts	8,001.34
Adjustments	0.00
Adjusted Total Receipts	8,001.34
Expenses	
Commodore	121.88
Fleet Captain: Cruises	468.86
Staff Captain: Meeting costs, Rent.	1,791.75
Secretary: Roster, materials, mailing	583.35
Executive Officer: Burgees, trophies	151.14
Vice-commodore: Bar costs.	0.00
Signals Officer & Editor	0.00
Awards Dinner Expenses (2)	0.00
December meeting expenses	85.75
Donations (DSABC)	300.00
Marine Parks Forever donation	675.00
Misc : CBCYC, Society & bank fees	340.71
T-shirts and hats	
Total Disbursements	4,518.44
Adjustments	0.00
Adjusted Total Disbursements	0.00
ADJUSTED EXCESS OF INCOME VS. EXP	3,482.90

Note We will be credited for some unused meeting rental approx \$600

GULF SAILOR

From The Archives

John Dixon came across this letter by the previous editors of the Gulf Sailor, **Keith and Polly Tracey** in the January, 2003, *Gulf Sailor*. This has been retyped so you can more easily enjoy it.

It's A Great Club: January 2003

We've been in many clubs of one sort or another but never have we been in one that has made us feel so welcome and so much a part of the fabric that makes this club great.

It's not just the opinion of Polly and I. It would seem to be that of all us newbies, at least those of us who are fortunate enough to be able to participate in most of the functions.

One of the secrets behind this success of course is that solid core of members who have nurtured this club since its inception in the early sixties.

Another secret must be the pure joy that the membership has in each others company and the fun and youthfulness that is evident at all the cruises. With this group the art of play has not died nor has the wonder of discovering new things and friendships afloat I think the biggest secret is in

welcoming new people, not just as members at large, but also inviting them to participate in the running of the club. Check out the list of nominees for next years executive and you'll find it's about a 50/50 split between long time members and new.

As Editor it gives us great pleasure to get letters that read like those in this month's "Letters to the Editor". For those of you, and there's far too many to list so read the roster, who are responsible for this GREAT club you should be very proud of the club you have built and joy and happiness you've given to so many of us.

Thank you GYC for being who you are and what you are.
Keith & Polly Tracey, Editors

SAFETY CHECK!

Bilge Pump Maintenance – Check Yours!

Like many sailboats, *Tantramar* has three bilge pumps: two are electric and controlled with float switches. The third bilge pump is manual and mounted in the cockpit. It is intended mainly for emergencies and other than occasional testing I have never used it.

Recently I tried it out and found that it didn't work.

Testing involves turning off the two electric pumps, adding water to the well in the bilge then pumping away. This time, nothing.

Servicing this pump is no fun and involves some serious boat yoga as it is accessed through the lazarette locker and is very difficult to get at. The only real way to service this pump is to remove it. Once I got

over the bruised ribs, sore muscles and various cramps the pump was out and on my work bench at home.

Disassembly was relatively easy and I found all the components to be in good order but crusted with salt and other unknown debris including an errant zap-strap. After a thorough cleaning and re-assembly, it works. Miracle – no trip to the marine store required and for once, I avoided being economically cleansed.

The point of this story is to suggest that everyone test their emergency bilge pump to ensure that it is in working order. Much better to find this out when at the dock as opposed to some dark and stormy day when things are going really wrong.

Cleaned, serviced and ready to re-install.



John Dixon
Vice Commodore,
S/V Tantramar



GULF SAILOR



John Dixon
S/V Tantramar

Introducing Our Vice Commodore

In his own words...

My Uncle Wilfred got me started on the water. He was a keen boater and thought it important to expose all family members to the adventure of being on a boat. On a number of occasions when he was without a boat he chartered one and took the family on the water for the day. Even though he was a powerboater, I was hooked. My parents did not boat but as I grew older, I made a few friends who were sailors and I got on the water occasionally. One buddy had a 26 ft sailboat and we cruised to the Gulf Islands during a patch of particularly nice summer weather. We did not have a chart but somehow navigated our way to Silva Bay and found the pub. We felt like Christopher Columbus having discovered new lands. The next day we bought charts and set off to explore the islands.

In early years of marriage Terry and I bought a Tasar dinghy and sailed /raced it out of Jericho for many years. As our skills improved, we started to charter cruising sailboats for vacations. I became a keen racer and crewed on a number of race boats. This led me to a sailing trip from Hawaii to Vancouver. We bought *Tantramar* (our first keelboat) in 2008 and joined the GYC in 2009.

To further my boating education (about a 100 years ago and pre-retirement) I attended BCIT Marine Campus and earned my YachtMaster Captain designation. This was hard work for a mature student and I enjoyed every part of the curriculum. Following this I obtained my Sail Canada Instructor certification. I found I enjoyed teaching and now have a real understanding of the collision regulations as well as piloting (near shore navigation).

I love sailing *Tantramar* and I often do this by myself, but at day's end I enjoy meeting up with other cruisers and this is where the GYC is so good. I normally get about 90 days a year on *Tantramar* and cover close to 1,500 miles. The best times are when we rendezvous with the GYC folks – be that at an organized cruise or when we meet up with other club members at some remote anchorage.

Most clubs have a progression in the hierarchy of the Executive: Vice Commodore, Commodore then Past Commodore. I have done all three – just not in that order.



My Ten Sailing New Year Resolutions

Not mine (Ed)! Mine is always "to sail which way the wind blows", and one year it may actually happen. These are by Lee Mylchreest on sail-world.com from Jan 2013. They may be old, but most are repeated year after year (like mine).

1. I promise to always put my house/car keys in a sailing bag and never carry them in my hand while hopping off or on the boat. I also promise not to lock the second set of keys inside the house.
2. I promise to always step off boat onto the dock FORWARD, so that I won't ever again miss the step and fall into the water.
3. I promise to attach my PLB to my inflatable PFD and wear them all the time at sea, so that I can be easily found when I fall overboard. I also promise never again to clean fish on the transom while sailing.
4. I promise never to totally believe my GPS while on the helm and always check by looking around at the real world, or better still, listening to the person on the foredeck shouting "watch out!"
5. I promise never again to attach the dinghy to the boat with a non-floating painter, so that it can't get caught around the propeller.
6. I promise not to argue when the skipper shouts rude things at me, but merely to jump sideways to avoid being hit by the yacht T-boning us.
7. I promise to always use a secure knot to attach the mooring buoy to our deck cleat, so that our boat won't detach itself during lunch and go drifting into the other boats in the anchorage.
8. I promise never to use swear words on a boat again, particularly when my mother comes sailing with us for the day.
9. I promise to recognise that the skipper is nervous and lacking in confidence and that is why he shouts uncontrollably, and to never again dive over and swim home, leaving it to him to get the boat home solo.
10. I promise to try to find another better skipper this year. I am less sure about this one though, because I had the same New Year Resolution last year.

GULF SAILOR

More land for Octopus Islands Marine Park

GYC \$\$ working! When George Creek, president of the B.C. Marine Parks Forever Society, first sailed to the Octopus Islands in 2000, he knew he had found a special place.



Located near Quadra Island, Octopus Islands Marine Provincial Park was established in 1974 to provide opportunities for marine recreation and protect a fragile coastal western hemlock ecosystem and habitat for a variety of marine species. The size of the park has been growing since then with the help of Creek and the B.C. Marine Parks Forever Society, a volunteer organization that raises funds to help BC Parks acquire land for new marine parks and enhance existing ones.

Since the society was founded in 1990 by the Council of BC Yacht Clubs, it has received more than \$2 million in donations to help purchase land for 10 marine parks, including the Octopus Islands. Three donations have been made for the Octopus Islands. This includes the most recent \$100,000 donation that has helped BC Parks purchase a 20-hectare island intended to be added to the 862-hectare park.

"I take a lot of pride in being able to contribute to the health of our marine parks," Creek said. "If we don't protect these areas, a lot of them could get taken over by commercial development."

For BC Parks area supervisor Derek Moore, it's the historical values of the Octopus Islands that make it a special place. A short portage trail from Small Inlet Provincial Park on the west side of Quadra Island can be accessed from the Octopus Islands. The trail was heavily used by Indigenous peoples long before the park was established. The area, studied by archeological researchers, is also home to culturally constructed clam gardens that provided food for coastal communities.

"Even though it's remote, it's important to have places like this protected for future generations to come and visit," Moore said. "That's one of the biggest joys of working with BC Parks. When we get these land acquisitions, I'm not thinking what the park will look like in five to 10 years – it's the next 100 years." Noting the park is also on a major kayaking route, Moore said, "You can explore for days on a kayak in that area. It's a fabulous place for day users, overnight trips and will still be used 100 years from now."

Through the acquisition of private land and partnerships with conservation groups and individual donors, the Province regularly adds land to the parks and protected areas system, which now covers approximately 14.4% of the provincial land base. When the Province acquires new land, there are several steps before it can become a park or protected area, such as engagement with Indigenous nations, consultation with local government, defining a legal boundary and legal designation.

For more information about Octopus Islands Marine Provincial Park, visit <http://bcparks.ca/explore/parkpgs/octopus/>

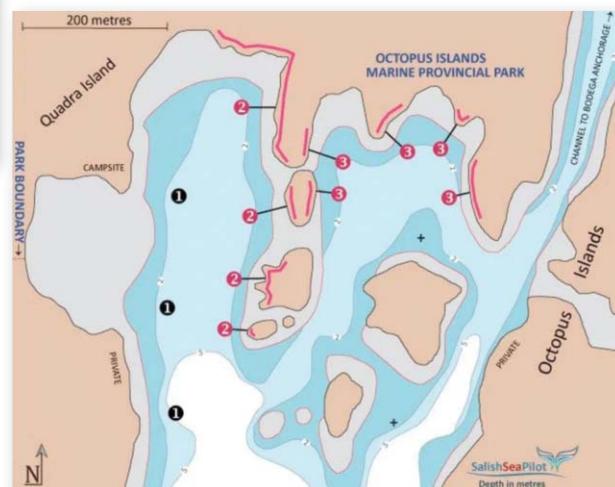
The water surrounding the small islands was pristine and calm. Bald eagles flew above the rocky shorelines. It's a place that made Creek feel at peace.

"It's a great place to get away from it all and enjoy nature," Creek, who used to frequently visit the islands, said.

"It also has good anchorages and a hiking trail to a lake, which makes it a popular destination for boaters."



Andreas Truckenbrodt,
CBCYC Representative,
S/V Beautiful Day



GULF SAILOR

Introducing Our Past Commodore

In her own words...



Dar Farrell
S/V SawLeeAh

Suzanne has asked the executive to write a bit about themselves. Most of you know Rod and I by now but for those who are new to the club I'll share a bit about my sailing and GYC experiences. I was introduced to sailing when I met Rod in 1993. It wasn't long after I met him that I was introduced to the other woman in his life – *SawLeeAh*. We have continued as the same threesome ever since.

The second year of our relationship, we sailed around Vancouver Island with ice boxes for fridges, a manual windless, and Loran. Since I was so new to sailing, we asked our family and friends to join us for different legs of the trip.

Our second adventure was sailing to Haida Gwaii when we experienced our first overnight sail. By then we had radar and an electric windless.

Pam and Tom Shenton were instrumental in introducing us to the GYC. Previously, we had been sailing on our own. How lucky we were. Since then we've developed close friendships, shared many sailing experiences, laughed a lot and cried.

In 1999, we set sail for the South Pacific. We took a year to sail down to Mexico, across to the Marqueses, the Tuomotos, the Society Islands, up to Hawaii and home. We felt that one year was just an appetizer for what could be. In 2003, after many upgrades to *SawLeeAh*, we set out again. This time we sailed to Hawaii then down to the Cook Islands, Samoa, Tonga and New Zealand. During our stay in the South Pacific, we sailed to Fiji, Kiribati, Tonga, Samoa, New Caledonia and the Marshall Islands. We were fortunate that some family, GYC members and other friends could join us at various locations and for some passages. In 2010, Martin joined us for the beginning of our passage back



to BC. He sailed with us from New Zealand to Tonga and then Rod and I sailed on to Kiribati, Hawaii and home.

Now as you know, we continue to sail the local waters with our GYC friends and family.

I realized when we were away, that one of the things I missed most was the lasting friendships I had made while in the club. On return I decided to become more involved and took on the positions of Fleet Captain, Vice Commodore, Commodore and now Past Commodore. Becoming involved in the executive was one of the best decisions I made. It gave me the opportunity to come to know more members of our club and cruises and rendezvous were even more enjoyable.

Introducing Our Signals Officer

In his own words...



Andreas Truckenbrodt
S/V Beautiful Day



I learned how to sail in Germany in 1970, and have sailed in the Mediterranean and Baltic Sea before I came to Vancouver in 2008. I've been cruising and racing in the Pacific Northwest ever since.

After five great years with *Afternoon Delight*, two-foot-itis got me: *Beautiful Day*, a Beneteau Oceanis 40CC is the result. She is moored at the Vancouver Rowing Club in Coal Harbour. I've been a very happy GYC member since 2011 and had the honour to serve as your Commodore for two years, 2016 and 2017.

Cristina and I are looking forward to another great year of meeting and sailing with friends!



GULF SAILOR

Gulf Sailor Editor's Report for 2020

"For last year's words belong to last year's language and next year's words await another voice." -T.S. Eliot. Add your voice to the contributor roster for the coming year.



Suzanne Walker,
Editor, S/V White Wolf

This year, the Gulf Sailor contents reflect the weirdness we've all been living with since the start of the pandemic in February. On top of a fairly regular dozen or so different contributors, there was an enthusiastic response to my request for covid stories early in the year – upwards of 16 stories, photos and cartoons illustrated how you were coping under the new regulations. They were really well received. We also had approximately 15 original articles, which sounds like a good number and it was, but they were largely provided by members of the Executive who were aware that I was having trouble filling pages.

Our regular contributors are dedicated and never shy away from sticking up their hand when volunteers are asked for – thanks to Liz and Lorraine, Andreas, Glen, John Dixon, Fred, Chuck and Robert. And a big hand-clap to Jennifer, Ken, Doug MacLeod and Rod for their contributions: words or photos or both. I'm afraid that will have to finger-waggle the girls this year: only three contributions as opposed to nine from the guys! I'm not counting Executive Reports – they are not included in these numbers because writing their reports is part of their job of informing the members about what is going on in the club. If they write things ON TOP of their business reports then that's different.

I was able to keep up the page count by reprinting articles from outside sources – not that there was anything wrong with that, there's a lot out there to choose from and I tried to keep them relevant or interesting, BUT, we have departed some distance from the more GYC-centric content of the newsletters of old.

I'm know I'm sounding like a broken record, but I'm really hoping that this year we will have new contributors join the ranks of our regulars and help to make the newsletter more GYC specific. How about some "Favourite (or Memorable) Anchorages" – I've got notes on Princess Bay, as opposed to Princess Cove, so if anyone wants to pick up on that one...? And surely there must be several "Repair Stories" to be shared. How about suggestions of "Favourite Places to Swim" with water temperatures and pics from last year? Or a "Prawning Tale" or two with suggestions of favourite recipes or debate about which prawn traps have been most successful and which bait more enticing.

As a club we should feel very fortunate we have as many talented and conscientious members as we do who take the time to keep the institution of the Gulf Sailor a going concern. Thanks so much for your willingness and efforts.

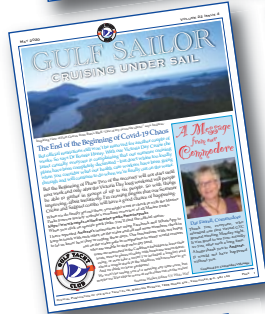
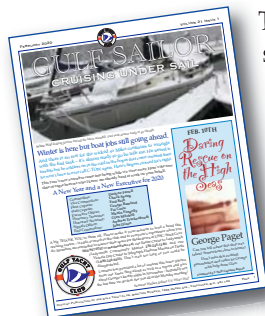
Introducing Our Editor

In her own words...

I learned the basics of sailing at Jericho as a child and went on to 'skipper' our family's brand new 26' Thunderbird as no one else but me could figure out how to make it go. We had a partner who was an old salt and I was invited to race with him and his boys when WVYC and RVYC had a sizeable fleet of the fast little boats. I loved absolutely everything about it.

When Miles and I emigrated from the UK in the early 80s, after owning, but seldom sailing, an Itchen Ferry gaff-rigged cutter (because of where we lived), we chartered for a few years and then bought a US 25, *Kahlua*, before moving up to a C&C 30, *Procyon*, which we sailed for 19 years. Wanting hot water, an electric cooler, heating and a windlass more than peace of mind and familiarity, we bought *White Wolf*, a Pearson 36 MkII in 2006 and eventually, after being towed by C-Tow one too many times, replaced her dicky engine, and all her fuel lines, and painstakingly cleaned out her bifurcated fuel tanks (not easy).

You'd think that maybe we could finally exhale and enjoy the ride but now we both have our own parts that need refurbishing and/or replacement to make life, and sailing, easier. Works in progress all....



GULF SAILOR

Covid Friendly New Year's – GYC Style

We got together, as per GYC tradition, at 5pm, for happy hour. Commodore Chris cheered us with Happy New Year crowns (p.1) and Ken and Anne brought some bubbly!

Four boats arranged to ring in the New Year: *Moondance*, *Christie Cove*, *Reality* and *Naida*. Everybody checked in, and in what seemed like no time at all, *Moondance* had suddenly arrived at Snug. Heading out of False Creek behind *Christie Cove* the crossing had no rain and as I headed *Reality* towards Point Atkinson, there was little wind despite the forecasts for strong winds in Howe Sound and a gale force warning north of Nanaimo.

A power boat caught up to me, and followed at about three boat lengths off my stern until he suddenly stopped halfway from False Creek to Point Atkinson – I guess we were both headed to his favourite crabbing spot. Shortly after, I entered a light fog bank and although I could still see Point Atkinson it looked like Bowen was obscured in the fog. The fog bank, dripping droplets like a light shower, looked like it got worse into Howe Sound, but *Naida*, approaching from the North Arm advised that Howe Sound looked clear. Fortunately they were right. Nice to have the reassurance from them on WhatsApp.

Approaching Point Atkinson, the way ahead cleared up. I headed north to the east side of Grebe Islets, but unfortunately did not see any seals this time. I turned towards Snug Cove, and I could see *Christie Cove* way over on the other side. She looked close to shore, but quite a bit south of the entrance to Snug – must be something there worth seeing. As I approached, I saw a nice little waterfall from the runoff of Emerald Creek, but much more interesting was the torrent flowing off the cliff just south of September Morn Beach. Thanks for pointing that out Ragnar and Christie!

Tess helped several of us dock at Snug, and explained that the stuffed toy snake on my dock finger was there to keep otters away. Nice snake!!

Just before we left on a group hike, we noticed on the dock that both Ken and Ragnar had the same waterproof Eddie Bauer hiking shoes. We headed north, and as we crossed the first bridge over the weir where Killarney Creek finally joins the Pacific, Klaus showed Ken and I his image stabilizing binoc-

ulars. They really made a difference, and by the time we were done checking them out, the rest of the group had disappeared up the hill ahead of us. We figured they had gone to the Pebble Beach on Deep (Mannion) Bay so we went that way. It was fairly high tide, and we could see they weren't there, but it was a good opportunity to test out and be impressed by Klaus's fancy binoculars again.

We headed back the way we'd come, and at the juncture, Klaus decided to head back to the boat as he and Liz had island friends to meet up with. Ken and I kept on, and took the turn into Crippen Park on Meadow Trail. Halfway to Killarney Lake, we turned back on the trail to the left. After a while, we came to some water that had flooded the trail. My shoes were not waterproof, and despite my best efforts, they

got a nice winter rinsing. Fortunately for Ken, his shoes were waterproof but unfortunately, they also got soaked through in the deeper water. After the trail crossed back over Miller Road, we saw Killarney Creek, now an impressive wall of white water. We returned to our boats and made ready for our New Year's celebrations, napping being an important part of any preparations :-)

We met at the top of the dock at 5 pm for the normal 5 pm club gathering tradition, and were very pleasantly surprised to find that *Naida* had brought bubbly and glasses, and *Christie Cove* had brought a savoury snack blend, complete with a separate spoon for serving ourselves safely in these Covid times. We chatted socially at an appropriate distance and the other boaters were considering staying a few days more as the next day's forecast was for high winds and rain.

Afterwards, it was dark and we took a closer look at some of the decorated boats, particularly one *Islander 36* that had a home-made orca jumping over its bow. I was in bed by 10: early for a New Year's Eve, but happy that I had a chance to spend



Robert Sinkus,
Fleet Captain,
S/V Reality



Anne, Klaus and Liz in party mode.



Ken pouring out some good cheer.



Anne in New Year's tiara.



Liz and Robert celebrating!

GULF SAILOR

time with friends. Through the night, the wind blew hard in Snug, and several times, I looked out my companionway to see the other masts swaying a bit, before tucking back into bed. There is always something extra cosy about being below on a warm dry boat when it is stormy outside.

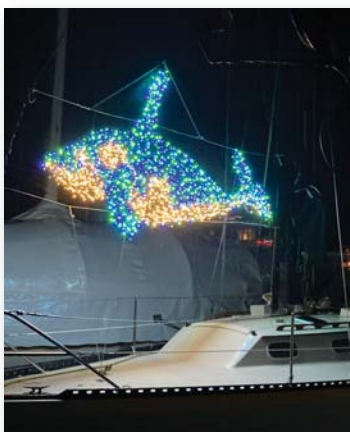
The next morning, Klaus and Liz popped by to say they would soon be heading out, so we checked in with *Naida* and *Christie Cove*. The forecast was still for rain and strong winds, but the next few days didn't look any better, and we each decided to head back home that morning.

Rounding the point to starboard as I headed out of the Cove, the winds looked strong and favourable so I unfurled my jib and sped towards Point Atkinson doing over 6 knots under jib alone. I had almost two minutes of this wonderful wind before it shifted back and forth several times and appeared to blow hard. As a result, I tacked the jib several times with violent flogging, but then the winds settled down from the SSW, and I headed towards Passage Island on a nice close hauled course. Getting close to the leeward shelter of Passage,

the waves eased, but it was soon time to tack, and now headed east towards Fisherman's Cove. After another tack I was on a course that cleared Point Atkinson. As I passed the point, *Naida*, on her way to the North arm also opened out her foresail and looked very stable. I was initially headed almost to UBC, and I could still see *Christie Cove* who must have slowed just to make sure I was okay. The waves had now diminished to fairly smooth, and as I sailed on, I was gradually lifted: eventually almost on course for the mouth of False Creek. I did have to make one tack when I got a little close to a freighter I initially thought I might not need to duck under.

Nearing the entrance to False Creek, the skies let go a deluge and the winds died down. I turned on the iron Gennie, and made ready for harbour. When I had the boat unpacked the skies had cleared, and I was able to walk to the car with my things completely dry. A fine ending to another great sailing trip.

Thanks to everyone who came out and made it such a refreshing change from being "Covid Cooped-Up". ☺



Marine Debris Removal Initiative

The B.C. Government has provided \$3.5 million in funding to the Small Ship Tours Operators Association to remove marine debris from B.C.'s Central and North Coasts. Check out <https://wilderness-tourism.bc.ca/> for details.

The Marine Debris Removal Initiative (MDRI) is a project that aims to help clear marine debris from the central and northern coastline of British Columbia. Throughout August and September of 2020, five BC owned small ship tour operators took part in a six-week expedition that helped clean more than 127 tonnes of debris from over 1000kms of coastline. The small ship tour operators developed this innovative project in response to tourism shutdowns due to COVID-19. The project was funded by the provincial Ministry of Environment & Climate Change Strategy.

Members of the MDRI worked closely with Indigenous leaders in the region. Some of the Indigenous Nations took part in a related inshore coastal cleanup working with more than 75 members of their own communities to help clean debris along the coastlines throughout their regions. "Cleaning up plastic and garbage from beaches has been identified as a priority for our Nation and is critical to the long-term health of the marine environment in our territory," says Danielle Shaw, Chief Councillor for the Wuikinuxv Nation.

The Great Bear Rainforest's outer coast is extremely remote and can be challenging to access. There are no roads and no communities in the regions where the clean up took place. The ecotour operators who took part in the clean up had the appropriate vessels, skills, and experience to access these areas. The use of a helicopter and barge was also used to help transport and store the debris.

The MDRI employed more than 100 individuals, who were based on nine different vessels throughout the duration of the expeditions. The ships are self-sufficient so no contact was required with remote communities. The crews, which include several scientists, are also collecting data on the debris they clean up, which they'll provide to the Ministry of Environment & Climate Change Strategy.

This is the first in an anticipated series of marine debris clean-up projects that will include partnerships with organizations that have expertise in this field. Further action to reduce and address marine debris will be announced in the days ahead. I invite you to visit our website to stay informed of these initiatives.



Andreas Truckenbrodt,
CBCYC Representative,
S/V Beautiful Day

GULF SAILOR

Register soon using the discount code
YACHTCLUB21 and pay \$15, instead of \$25.



Quetzal
John Kretschmer's Kaufman 47

**Bluewater Cruising Association Presents A Virtual Ocean
Cruising Adventure with John Kretschmer**

SAILING TO THE EDGE OF TIME

The Promise, Challenges and Freedom of Offshore Sailing

A professional sailor and writer, John Kretschmer is an accomplished ocean voyager having logged more than 300,000 offshore miles, including a record-breaking voyage from New York to San Francisco by way of Cape Horn, sailing a 32' sloop against the wind. He has made 26 transatlantic crossings, and numerous long passages in all the world's oceans.

Join us virtually for an evening of enticing adventure with John as he shares his personal account of being at sea, the hard-won lessons about making the most of life and fulfilling dreams. (www.johnkretschmersailing.com)

A VIRTUAL EVENING FULL OF ADVENTURE

- ⚓ March 6, 2021, 7pm PST
- ⚓ Ticket price: \$25 (Discounted for BCA members)
- ⚓ Zoom link provided upon registration

BCA is a Not-for-Profit Organization

SUPPORTED BY:



For more details and to register: www.bluewatercruising.org

Introducing John Kretschmer – in his own words:

"I have been sailing professionally... for all of my adult life. I confess, doing the thing I enjoy most has never felt like a job and I have lost track of how many offshore miles I've logged. This summer I completed my 25th and 26th Atlantic crossings... I have nothing to prove and I am not convinced that miles matter very much. They define sailing as the distance between landfalls as if the land's edge defines the ocean and our relationship with it. That's crazy, it's the in-between that matters, the voyage, the journey, the interlude of being "at sea," that's where the magic lurks."

Club Tools

The following tools are available to all active members of the club without charge. They are the kind of tools that are invaluable when you need them but too expensive for most individuals.

You may borrow them by contacting **Martin** at 604-986-0971 or marpen@shaw.ca.



Members are responsible for picking up and returning in a reasonable time frame.



HEAVY DUTY BATTERY LUG CRIMPER

If you are doing any battery rewiring this tool is a must to do it right. Calibrated adjustment screw and compound lever action prevents operator fatigue. Capacity: Crimps 8 - 4/0 AWG / 8-103 mm² lugs and terminals.

RIG TENSION GAUGE

The Loos tension gauges take the guesswork out of cable rod tension adjustment. They are especially designed for accurate, repeatable tuning of a sailboat's standing rigging. This gauge will handle 3/16 to 9/32. This gauge was generously donated by **Stephen Lapin**.



LIFELINE SWAGER

Use to hand-swage lifeline fittings. Will handle all typical size Sherman Johnson stainless fitting. Using this tool the cost of replacing lifelines is a fraction of paying a professional.

ADDITIONAL TOOLS

- Bosch Random orbital sander
- Simoniz Power Buffer and Polisher
- Fid for splicing braided line
- Wire cutters for heavy battery cables

GULF SAILOR



Ken Buckley
S/V Naida

Introducing Our Secretary

In his own words...

Anne and I joined the GYC about 10 years ago. We had bought our first sailboat, a Yamaha 30, and were encouraged by Klaus Reiniger to join the GYC. It sounded just like what we needed – a fun group that had scheduled events to get us out on the water and lots of experience they loved to share. I then served as Executive Officer, Vice Commodore,

Commodore, and Past Commodore, before taking a break. As Martin Pengelly points out, we are a small club and everyone should expect to be on the executive about every five years, so it is my time again.

Thanks to Ron and Eleanor Vandergaag who knew the previous owners we now own *Naida*, a Passport 40. We've taken her to Haida Gwaii and last summer joined the Broughtons cruise. We hope to sail *Naida* down to Mexico later this year – covid19 and vaccine dependent. We think that after a season or two in Mexico we will head to the South Pacific, but we understand the motto that "cruiser's plans are written in sand at low tide" so we will only really know what we are going to do when we do it.

My job as secretary is to record the minutes of all the meetings, handle member registration, and produce the membership roster. Even though we hope to leave Vancouver in the fall I expect to be able to fulfil my role as secretary via remote attendance now that we've all learned how to do that. I'm looking forward to another great year with the GYC.



General Meeting Minutes Cont. from p.16

America's Cup races in New Zealand on his own boat. He purchased a Saga 43 in North Carolina specifically for the trip and sailed it to Panama where he got stopped when Covid broke out. He left that boat in Panama and flew back to Vancouver for the summer where we sailed *Karavia* to the Broughtons. He then returned to Panama and brought the Saga through the canal and is now sailing up the coast to Mexico with plans to cross to the south pacific.

- John reported that RVYC is booked for November 20 for the Awards Dinner hoping that we will be able to do it.
- John has been looking into liability insurance for the club executive and has obtained a quote. John requested assistance from any knowledgeable party in reviewing the policy. Anyone with experience in insurance is requested to contact John.

Hon. Signals Officer –

- No report.

Council of BC Yacht Clubs –

- No report as there has not been a CBYC meeting since the last GYC meeting.

Past Commodore –

- No report.

Gulf Sailor Editor –

- Suzanne encouraged all members to send stories.

Commodore –

- No report.

Business Arising from the Reports –

- None.

NEW BUSINESS –

- Robert Sinkus reported that he has been in touch with the distributors of the Waggoner Cruising Guide and Ports and Passes. If 20 members want to order then we can get a 20% discount. The distributor is based in Qualicum and Glen Mitchell has offered to pick up to save on delivery costs. The plan is to have them at the February cruise. An email will go out to club members shortly with the details.
- There was a discussion about CHS no longer printing tide and current tables. They are available as electronic copies but they are not being printed.
- Glen drew the last door prize, another \$50 Martin Marine gift card, won by Tony Swain. Tony generously returned the prize requesting that the draw be repeated. Terry Verbeke on *Tenacious* won.
- Phill Little thanked the outgoing executive. Speaking for the long time members including Tony Swain and Norm Ross, it is very rewarding to see the club strong and continuing on. Norm Ross echoed this sentiment and let the newer club members know that Tony Swain is a founder of the club and that Tony and Phill are honorary life members.

Motion to Adjourn by Robert Sinkus.

Meeting adjourned 2100 hrs.

Minutes prepared and respectfully submitted by Ken Buckley, Hon. Secretary, S/V Naida.

GULF SAILOR



Minutes

of the Virtual General Meeting,
January 11, 2021

The meeting was called to order at 20:15 hrs by Commodore Chris Stangroom.

COMMODORE COMMENTS AND WELCOME

- Commodore Stangroom congratulated John Dixon on winning the Silver Ship and welcomed new(er) members Julia Hanson & Paul Wagner (*Hale Kai*), Barry Van Leeuwen (*Feliner*), and Cecilia Wong (*Sassy*). Commodore Stangroom also welcomed Terry Verbeke (*Tenacious*) who has been able to participate in the virtual meetings from his home in Saskatchewan. The commodore noted that she expects lots of help this year as there are five past commodores on the executive.
- Glen Mitchell read an email from Chris Walford (*Karavia*) who is currently sailing up the west coast from Panama expecting to arrive in Manzanillo tomorrow.
- A door prize of a \$50 Martin Marine gift certificate was drawn by Glen and won by Doug MacLeod.

The Minutes of the previous General Meeting moved by Robert Sinkus and seconded by Miles Walker.

Business arising from the Minutes of the previous meeting

- None

REPORTS OF OFFICERS:

Executive Officer –

- 48 Members present.

Treasurer –

- The Savings account has \$4,123.57 and the Chequing account has \$15,738.07. There are dues cheques totally \$900 to be deposited and \$1000 due to RVYC to reserve the date for the Awards Dinner in the fall.

Secretary –

- Ken thanked Glen Mitchell for his work on improving the member database and writing all the scripts to automate production of the member reports and the roster. PDF versions of the roster can now be easily produced and distributed throughout the year after the initial printed copy.

Fleet Captain –

- Robert thanked Fred for the great work he put into making the cruises work despite Covid, and despite often not being able to attend.
- The GYC cruises are the stuff of legend and that is because so many of you do such a great job of pitching in and volunteering. Robert will be looking for volunteers way ahead of time so if you are thinking of attending cruises he will be looking for you earlier than normal.
- Many other clubs cancelled their cruises last year and are not planning cruises this year. We are still hoping

Executive Officers Present:

Commodore	Christie Stangroom
Vice-Commodore	John Dixon
Fleet Captain	Robert Sinkus
Staff Captain	Doug MacLeod
Hon. Secretary	Ken Buckley
Hon. Treasurer	Glen Mitchell
Signals Officer	Andreas Truckenbrodt
Executive Officer	Pat Costa
Past Commodore	Darlyne Farrell

Absent:

to go forward with our plans and have the summer house at Snug booked for Shakedown and Sailpast though we may cancel the house if gatherings are still prohibited.

- Four boats attended the New Year's cruise at Snug Cove – *Christie Cove*, *Moondance*, *Naida*, and *Reality*.
- Planning an unofficial family day cruise for Feb 13 – 15, possibly Keats the first day then Gibsons, open to suggestions. Stay tuned for further information. Several boats indicated they plan to attend.
- Geoff Stevenson requested that any cruise plans, updates, changes, get announced by email in addition to WhatsApp/Facebook.
- Union Steamship would like any GYC boats attending Shakedown March 20 & 21 to reserve by Feb 28 as they are crowded with winter moorage boats.
- Last summer's cruise to the Broughtons led by John Dixon was great, plans are underway for possible cruises this summer. Barkley Sound and around Vancouver Island are being discussed. Geoff Stevenson reported that Semiahmoo Yacht Club is planning a cruise to Barkley Sound and the two clubs could coordinate as has been done in the past. Semiahmoo attending will be dependent on the border being open.

Staff Captain –

- Doug MacLeod thanked everyone for entrusting him to be Staff Captain. Doug also thanked George for the great effort he put into the position. Doug noted that virtual meetings can be tiring and plans to have shorter presentations on the order of 15 minutes. These will be by members and suggested topics are boat projects/repairs, favourite destinations, favourite cruises, etc. A few members have already agreed to present. Andreas offered to assist anyone with preparing slides or video if they wish to present.
- The annual awards for 2020 will be presented at the February meeting.

Vice Commodore –

- John thanked everyone for awarding him the Silver Ship.
- John noted that some members will not be familiar with Chris Walford as an infrequent attendee. John reported that Chris came up with a plan to attend the

General Meeting Minutes Cont. on p.15