



GULF SAILOR

CRUISING UNDER SAIL



Glen Mitchell, sole Family Day Cruise participant, sails Tucana from Gibsons to new home in Nanaimo.

Uncertainty about everything abounds.

Just revving up after cataract surgery, and despite a slightly swollen eye, I am nevertheless seeing the new year unfolding more clearly and what I can see on the horizon is, unfortunately, more of the same hazy uncertainty and restrictions we railed against last year. Again, not being able to plan is frustrating. Maybe it's a good thing that we have to learn to live more spontaneously than many of us are comfortable with. I have that sinking feeling that we're going to get a lot of practice at it, whether we like it or not.

Uncertainty, too, around an editing issue recently halted production of the Roster and caused a headache for Ken! A couple of the Executive suggested 'correcting' my naming of a photo. I have dug more deeply into the origins and proper useage of the name of a place you all know, but, by the looks of things, call something different! You're in good company, so check it out and let me know where you stand on the issue.

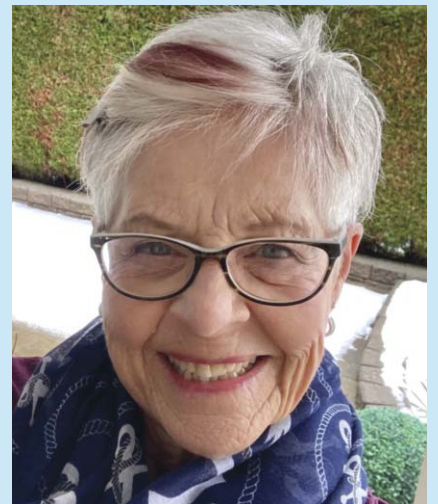
Pat Costa and Glen Mitchell explain *in their own words*, how they got into sailing and joined the Gulf Yacht Club. Glen also describes the whys and wherefores of his solo (in more ways than one) sail participation on the Family Day Cruise.

Don't miss the once-in-a-cruising lifetime to get hold of some much loved **charts** courtesy of previous GYCers Mike and Rae Sutcliffe – **for free**. See p.8 to see what you have to do to be in the running. Also learn more of what's up with some of our members – hint: bigger boats, no boats and power boats. John Dixon reworks an article about the ins and outs of Solar Power in time for us to be informed before heading out to the Virtual Vancouver Boat Show which is also **free**. And finally, I explain a bit about Sea Shanties, how they are having a moment and how you can listen to a performance by local choir Chor Leoni, also, you guessed it, **for free!** Hope to see you at the next virtual meeting on March 8th.

Suzanne Walker, Editor *S/V White Wolf*



Message from our Commodore



Chris Stangroom,
Commodore, *S/V Christie Cove*

It was so great to see so many of you join our Zoom meeting for February. It's amazing how adaptable we are these days.

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
Naida

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

Although as sailors we did not adapt well to the windy, snowie and chilly Family Day weekend. Robert did a terrific job of organizing the weekend, but, alas, I've come to the conclusion winter sailing is not high on my radar any more and I was not alone. One stalwart sailor made the trip while the rest of us lived the experience on WhatsApp from in front of our fireplaces. Thank you Glen for keeping us in the loop while you faced the elements! It was a brave and admirable feat accomplished in harsh winter conditions and we all cheered you on. We were happy when you reached your new home port, Nanaimo.



Chris Stangroom
S/V Christie Cove

Congratulations to the winners of the Annual Awards, all well deserved! Andreas and last year's Executive put together a wonderful presentation so we could all share the experience – not the same as at our Dinner/Dance but equally as rewarding. It was a surprise and an

honour for Ragnar and I to be awarded the Al Ludbrook Memorial Trophy for the boat in the most pristine condition – I keep him busy polishing all the time!!

We are still following COVID rules until further notice. That means we will be updating the status of each cruise as it comes up. Our next cruise is scheduled for March 20-21, Shakedown at Snug Cove. Unless things change, we will not have the cottage to gather in for appies and breakfast, nor will there be organized club activities. We will let you know the status of the cruise closer to the date.

Lots of things are happening behind the scenes with your Executive. Ken is finalizing this year's Roster, Doug has some great presentations on the go and Andreas is always busy organizing Zoom meetings. Suzie is looking for Newsletter input, Robert has the books he ordered for us ready for pickup, John is thinking about organizing another flotilla trip (you will hear about it) and the list goes on.

Tune in to our next virtual General Meeting on Monday, March 8 to keep up with the GYC news! I'll look forward to seeing you all and remember: Spring is coming, we will be on the water again soon.

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 is an opportunity for GYC members to share interesting topics with fellow sailors.

Traditional hour-long presentations don't fit well into the Zoom meeting format we have been using during the COVID crisis. So, we're using the opportunity to feature fifteen-minute presentations by members on topics that we know will be interesting to you. I'm looking forward to some engaging sessions. Here's what we've got lined up.

- 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
- June 14 Burgoyne Bay: Lorraine de la Morandière

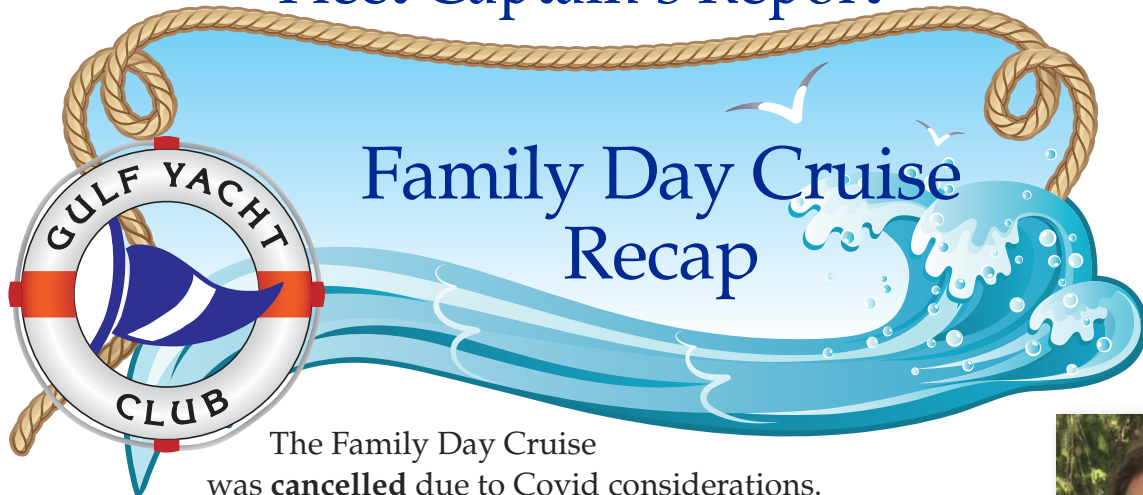


Doug MacLeod,
Staff Captain,
S/V Willpower

COVID restrictions will not be on us forever and we look forward to getting back together for the traditional meetings we all enjoy. Please let me know of any ideas you have for guests or presentations. Member presentations are always well received so please consider sharing your experiences during a meeting next fall or winter. **Contact me: dmmacleod1833@telus.net or 604-980-6265.**

GULF SAILOR

Fleet Captain's Report



The Family Day Cruise
was **cancelled** due to Covid considerations.

Still 11 boats had let me know they were still planning to head out on their own – at least before the forecast of: snow, limited visibility under one mile at times, freezing spray and high predicted winds (thanks to Fred, Andreas and John for showing us winds measured up to 57 knots in Howe Sound the Thursday before the Family Day weekend). Such is the capricious nature of winter sailing conditions.

In the end, Glen was the sole GYC member to make the trip to Snug on Saturday, heading around the



Sailing across the Strait to Nanaimo in the rain.

the south end of Bowen to Gibsons, and then crossing to Nanaimo on Monday as the weather cleared, bringing *Tucana* to her new home. Prior to the foul weather forecast, the following boats had planned to go take advantage of the Family Day weekend and get out sailing: *Tucana*, *Reality*, *Moondance*, *Christie Cove*, *Boquerón*, *Zelda 111*, *Sassy*, *Naida*, *Somerset*, *SawLeeAh*, and *Contender*.

Sending a big thank you to Glen for his enthusiasm and many updates, pictures and videos on WhatsApp, and for volunteering to do the write-up about his Family Day sail in this issue of the newsletter. Thanks also to Suzie for her support and encouragement around my writing up these reports, making my job easier.

I would still like to do a weekend sail to Howe Sound if the weather permits before the next scheduled club cruise (Shakedown). I will post on WhatsApp if I go, and encourage all sailors to also post their travels for us.

Next scheduled GYC cruises:

Shakedown Cruise: March 20-21, Snug Cove (see notice in this newsletter)

Easter Cruise: Apr 2-5, Ladysmith

In these uncertain times, note that cruises may have to be cancelled.

The next scheduled cruises are Shakedown and Easter. We will review these as we near the dates and let everyone know what to expect. Planning ahead, you should book a reservation at Snug Cove for Shakedown in the event it goes as planned.

As a reminder, should you find yourselves at the same destinations as other club members during these times, please remember to **follow the Covid guidelines in effect. Under the current order, that unfortunately means no gatherings of any kind, not even our famous happy hours.** Hoping that we recover from these challenges, and wishing you all fair winds and good health.

Club Bulk Order of Books

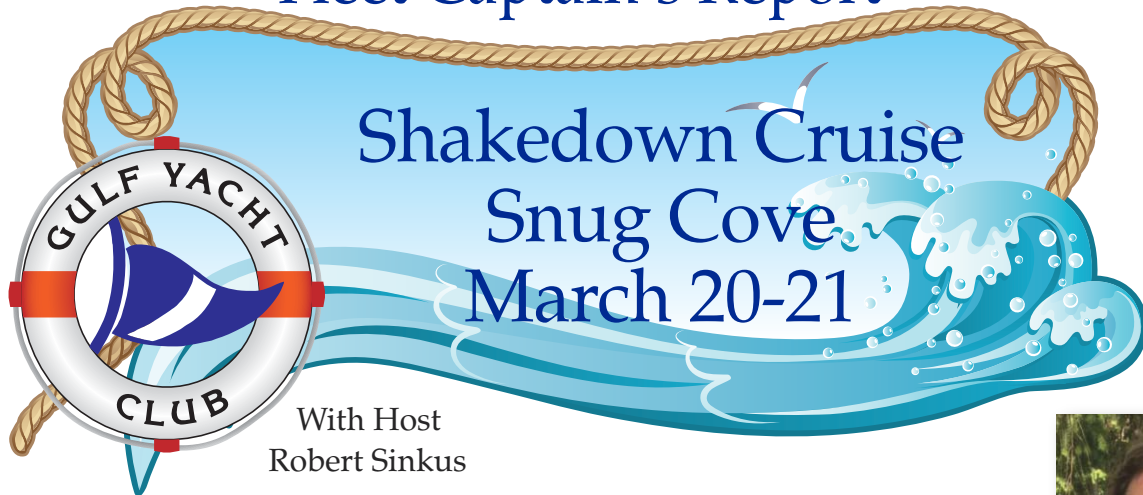
Please note that I still have the balance of the club bulk order of *Ports and Passes*, *Waggoner Cruising Guide*, and the *Current Atlas* look up tables to hand out to those who have not received them yet. You should have received an email from me if you are still waiting to pick up yours. **Big thanks to Glen** for bringing them over from the island for us, and also for making a separate trip to my office to pick up John Laing's three copies.



Robert Sinkus,
Fleet Captain,
S/V Reality

GULF SAILOR

Fleet Captain's Report



Hello fellow sailors. As the sailing season begins once more, you are likely itching to get your boats out on the water. The Shakedown Cruise is expected to have much better conditions than we just saw for the Family Day weekend (see p.11 for Glen Mitchell's write up). We hope to see you there ☺

**Important info: All activities cancelled!**

As Covid is still a concern, we have unfortunately had to cancel our reservation of the Summer House, and the activities that go with it, including the sailboat making and racing competition, Appie Hour, the potluck dinner and the group Sunday morning breakfast.



Robert Sinkus,
Fleet Captain,
S/V Reality

Action required by each boat this cruise:

Reserve at Union Steamship Marina – Please notice they have about 20% fewer spots available than last year, and were in fact full on this past weekend of Feb 20th. We have spots on hold for our club, so please reserve ASAP. You are free to cancel several days ahead of time, with no penalty, if required.

Reserve by two weeks prior at latest, but they have asked us to please reserve before Feb 28 either by:

Calling the Marina **604-947-0707 EXT. 1**

Emailing them at **MARINA@USSC.CA**

Using **VHF 66a if in the harbour**

Swift Harbour Moorage Request: <https://www.unionsteamshipmarina.com/marina/reservation-request/>

Thank you to Chris and Dar who have already offered to volunteer. Suzanne will help with Contact Tracing.

Boats already signed up: *Boquerón, Christie Cove, Kailani, Reality, Tantramar* and *White Wolf*.

Schedule

This year, the schedule is highly simplified.

Saturday: Sail to Bowen and dock
(advanced option is to do this on Friday)

Sunday: Undock and sail home.

Remember, should you find yourselves at the same destinations as other club members during these times, please follow the Covid guidelines in effect. Under the current order, that unfortunately means no gatherings of any kind, not even our famous happy hours..

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General Meetings

begin at 7:30 pm

All meetings are Virtual until further notice.



Executive Meetings

begin at 7:30 pm

GYC Cruise and Meeting Schedule 2021

Cruises and in-person meetings will proceed only if Provincial Health Regulations change.

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: CANCELLED	S/S/M
March	8	General Meeting: Virtual	Mar 8
March	20-21	SHAKEDOWN CRUISE: CANCELLED	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.

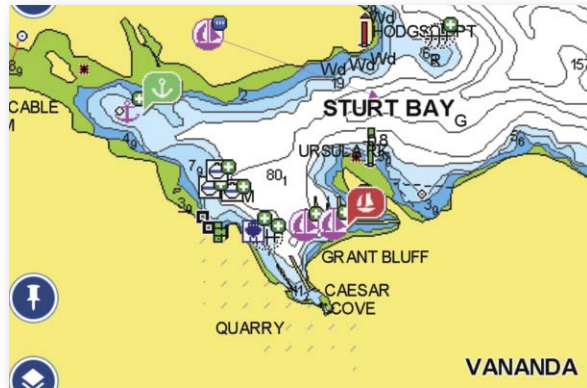
*Pub Night once that is allowed.



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GYC Recommended Marinas and Anchorages

When the weather is seriously deteriorating and you're seeking shelter somewhere at the top end of Texada because there's no room at Westview, you may be forgiven if you're a bit confused about where – exactly – it is you are hoping to find shelter.



Tourism map shows the area in question as 'Sturt (Marble) Bay' with no Vananda or Van Anda at all! To add to the confusion, the local Dragon Boat Club on Texada is located in Marble Bay, Van Anda, BC Canada which is actually in Caesar Cove! But you're unlikely to want to anchor in Van Anda Cove, choosing, instead, the upper (western) end of Sturt Bay. Phew! And the Texada Arts, Culture and Tourism Society describes transient moorage being available at Sturt (Marble) Bay.

To super confuse things, photos on-line often incorrectly caption the government dock as being the Texada Boat Club dock. Why am I going on and on? Well, when Miles and I first started sailing north in the mid-80s, we frequently stayed at 'Vananda'. I don't remember ever calling it Sturt Bay – maybe it was just that our charts weren't large scale enough for the names to appear and our ancient edition of Wolferstan, the only reference we had, talked about Vananda. The dock we stayed at was the old government dock in then Vananda Cove, extremely rickety when we visited and eventually blown to pieces by a storm. It's been rebuilt but it's only big enough for one boat and no one that I know of has ever stayed there. I remember wondering where on earth John Dixon was talking about when he said he was going to Sturt Bay a few years ago.

History of the name and place

Way back in 1897 Ed Blewett, a Seattle mining man, named his business The Van Anda Copper and Gold Mining Co. after his friend Carl van Anda. A smelter operated there from 1898 to 1919 before winding down in the 50s when tourism started to be important in the area. The post office, also established in 1897, was named 'Vananda' and that version of the community name was most commonly used over the years. Members of the Texada Heritage Society, however, campaigned in the late 1980s to change the spelling to Van Anda and local residents overwhelmingly preferred the two word format. So in 1992, Van Anda was officially adopted.

So that explains everything!



Texada Boat Club

The Texada Boat Club started in the 60s and work began on a mammoth engineering project; a rock breakwater. The island's mining community generously supplied the rock from their quarries but it wasn't until nearly 30 years later, in 1997, that the breakwater was finally finished. Because of the dedication of club members, the generosity of local landowners and the quarries and especially through community support, Sturt Bay now offers boaters a safe, secure harbour. For more information contact **Greg McMahon** (President) at 604-486-7504. The wharfingers, **Bob and Maggie Timms**, can be reached at 604-414-5897 and monitor VHF 66A.



Some people, and charts, refer to it as Vananda, some as Sturt Bay, some as Van Anda. Most locals and 'those in the know' call it Marble Bay (after an old marble quarry in the area), says Greg McMahon, President of the Texada Boat Club, and he should know!

Depending on your device there's Vananda Cove and Van Anda Cove. Sturt Bay only appears if you blow it up enough. The Powell River

Sturt Bay only appears if you blow it up enough. The Powell River



Boats enjoying the setting sun at the marina as viewed from White Wolf happily at anchor in Sturt (Marble) Bay.

GULF SAILOR

Introducing Our Honorary Treasurer

In his own words...

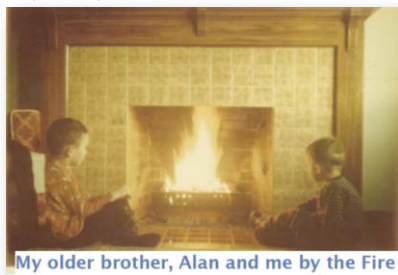
Glen Mitchell, S/V Tucana



A bit about myself. I have had a few careers and am now enjoying my retirement dream: "Buy a sailboat and go sailing."

To add some context to this dream which has been in my head for a long time here are a few things that formed my desire to sail.

I had quite an adventure on a canoeing trip where my army buddy and I lead a group of friends on Pitt Lake. The trip was great until the last day when the heavens opened up. I had made a tactical error and lent out my rain gear to someone else and so was in for a soaking. With the rain pouring down and the wind behind us I hoisted the tarp and hooked three canoes to my stern. I quickly got very, very cold and as we beached our canoes on a headland near the end of the lake, I stumbled ashore in a daze. My brain was not working very well but I knew we needed to make a fire as it was pissing down rain and I was cold.



My older brother, Alan and me by the Fire

Well I grew up with a real fireplace and learned to play with matches from a very young age, so I can always start a fire. Half a liter of white gas on the wood and with a match to the trail of gas I got the fire going. My wife-to-be got some water boiling, hot chocolate was served and we shared the fire and hot drinks with a group of frozen Girl Scouts who had garbage bags for rain gear.



Having experienced the tarp 'sail', I decided I wanted something with a little more control. I came across a Gauffin sail kit designed for a canoe. With a little fiberglass work I made a center-board and attached the mast and sail to the canoe.

I built my next canoe from cedar strips and fiberglass with maple and ash trim.

For comfort, I added seats with removable back rests. This canoe weighed 40 lbs and I canoed the Yukon River from Whitehorse to Dawson City in it. A fantastic 14 day trip! More on that another time.

I then got more serious about sailing and took lessons with the Thunderbird Sailing school on 26ft Thunderbirds. I crewed on a

few friends' boats but my wife (yes I married the girl from the Pitt Lake canoe trip) and I never could agree to buy a boat. As fate will have it, we got divorced and I was seduced by the dark side and bought a power boat. No more would I canoe all day to my favorite camping spot only to have some yahoo roar by me at the last minute and take the spot. This was okay but it wasn't sailing.

Then one foggy Christmas eve I was about to turn 55 and my army buddy came to say, "Mitch if you don't do it now you never will." So I bought a sailboat: *Tucana* was all mine but I hadn't solo sailed in a long time. I went on one of Capt' Mac's cruise-to-learn sailing excursions and found it all came back to me. So I bought a condo in Burnaby, sold the house in New Westminster, turned 60 and officially retired to the sailing life.

But, but, but, sailing alone is relaxing and peaceful and exciting and terrifying. I wanted to meet other sailors and looked into joining a sailing club. In West Marine a poster for a pub night with TCYC said that new members are welcome to come meet the club. Well I do enjoy a night at the pub and so at the end of the evening I was a paid up member of TCYC. I really improved my technical sailing skills – the club ran a mentoring program where we attended classes and sailed on our boats with more experienced racers coaching. I ended up as the Rear Commodore in charge of planning the cruises: while they are a racing club they wanted to do some cruising as well. But, (again that but), at TCYC there was always conflict between going on a race, being on the race committee and going on a cruise. I needed a different club.

Fortunately, surfing the net one night I came across the Gulf Yacht Club! They were having a cruise to Newcastle Island (one of my favorite places) I called John and asked if I could come. He said yes and the rest is history. Now I am in the best cruising club in B.C. and am having a wonderful retirement sailing.

What's next? Now I am ready for a bigger better boat! I sold my condo in Burnaby, bought a townhouse in Nanaimo. No more 45 min drives to the marina and one hour cruises down the river to start sailing. I have a slip at Townsite Marina with free covered parking and a 10 min drive at rush hour. Then with five minutes motoring out of the marina I can be sailing ☺

I am looking for a boat in the 35 to 37 foot range. A Catalina 36 would be real nice but I am not fixed on the manufacturer.



GULF SAILOR



Pat Costa
S/V Sparkle Plenty

Introducing Our Executive Officer

In her own words...

I started sailing with my husband, Rui. We joined Jericho Sailing Centre in 1976 just as it was being created out of HABITAT FOR HUMANITY. Our initiation to sailing was the purchase of a Laser dinghy. This progressed to a Sol Cat catamaran as we "needed" a faster boat. The lure of fast boats led us to the purchase of an Olympic Tornado class catamaran in the early 1980s. We launched whole heartedly into local racing and as far away as Kingston, Ontario and Long Beach, California.

In 1992 we purchased our first of two Martin 242s. More racing followed: we competed in the many one design races of this still active fleet. Together with our son, Andrew, we cruised the Sunshine Coast and Gulf Islands. We even made the cover of Pacific Yachting, as a family racing @ WVYC Wednesday nights. Our passion for the sport and water led Andrew to pursue it as well. We became the "support team" for his foray into Optimist dinghy racing and the RVYC race team. It was there we connected with the Dixons, Boardmans and Ramsay's. All couples are members of GYC presently.

In 2010, due to health issues, we sold our Martin 242. Lo and behold a mere six weeks later we purchased *Sea Stallion*, a Beneteau First 310. Our cruising world expanded to San Juan Islands, Desolation Sound, even Seattle. At John Dixon's suggestion we joined the GYC and the rest is history.

Our next five year plan resulted in the purchase of *Sparkle Plenty*, a Beneteau 36.7. We are in year six, so stay tuned but don't see a power vessel on the horizon. Until COVID we remained actively racing on *Showtime*, a J36 out of RVYC.

I have served on the GYC Executive for the past three years as Executive Officer. The benefits of GYC membership have been numerous friendships, education, and new cruising experiences.



FREE CHARTS TO A GOOD HOME!

Enter the General Meeting Draw to Win

Former members Mike and Rae Sutcliffe are clearing out their remaining boat stuff and are offering up packages of charts to GYC members for FREE!

- **Package 1:** 40 charts Blunden Harbour to Alaskan border
North and Central Coast, Haida Gwaii
Seymour and Belize Inlets
- **Package 2:** 27 charts West Coast Vancouver Island from Port Hardy to Victoria
- **Package 3:** 16 charts Desolation Sound to the Broughtons
- **Package 4:** 10 charts Vancouver, Gulf Islands, Fraser River, Sunshine Coast
- **Package 5:** US Chart Kit Region 15
Pacific Northwest, 5th edition 2016
Puget Sound to North Calif., includes Columbia River
- **1 Chart Book #3312** Jervis Inlet, Desolation Sound
- **1 Chart Book #3313** Gulf Islands
- **2 Chart Books #3311** Sunshine Coast



Mike and Rae Sutcliffe
former longtime GYC members

Interested? Contact **Suzanne** at mwalkers@gmail.com. If more than one person wants a particular package your name will be entered into a draw that will take place at the next Virtual General Meeting on March 8th. **Be on-line to win!**

GULF SAILOR

Making Sense of Solar Panels

For anyone cruising on a boat that will be away from the dock for any appreciable time, keeping the batteries charged becomes an important consideration. The silent and on-going cost-free nature of solar power makes it an obvious candidate.



John Dixon
Vice Commodore,
S/V Tantramar

Electrical energy from the sun is not new, being first discovered back in 1839 when, French physicist, Edmund Becquerel found that certain materials would produce an electric current when exposed to light. The science behind this phenomenon was laid out by Albert Einstein in 1905 when he published his paper on the photovoltaic effect winning him the Nobel prize in physics in 1921. In 1941, Russel Ohl at Bell Labs invented the now common silicon solar cell.

Solar panels can be used for anything from trickle-charging batteries to supplying live-a-board cruisers with their daily power.

Solar cells are silicon based semi-conductors and produce a voltage of about 0.6V per cell, regardless of size and somewhat independent of light level. However, the current you can draw from a solar cell is dependent on cell size (the bigger the cell area the more the current) and light intensity (the brighter the light the greater the current). Solar panels internally "stack" a number of solar cells in series to get typical panel voltages of 18 to 40V. Most panels have blocking diodes to prevent reverse current flow at night that would otherwise turn the solar panel into a heater and deplete the batteries you are trying to charge.

Panels are rated in Watts, Voc (open circuit voltage when nothing is connected to the panel), Isc (short circuit current - maximum current that would flow if the panel outputs are connected together), voltage (Vmp) and current (Imp) at the maximum power point. These values are specified at a Standard Test Condition (STC) of temperature and irradiance.

For any given solar panel, real life output is dependent on three conditions: light intensity, angle and temperature.

Intensity:

While the voltage output of a solar panel is relatively independent of light intensity, current is directly related to the intensity. Doubling the intensity will double the current produced. As power is the product of voltage x current, so power is directly related to the light intensity.

Angle:

The maximum power will be obtained when light strikes the panel at 90 degrees. As the incident light moves away from perpendicular, the power reduces by the cosine of the angle. To

harvest maximum output from your panels you need a mechanism to change the angle of the panel (and the presence of mind to keep changing the angle throughout the day). A boat that's sailing around its anchor can be a challenge from this perspective and many installations just fix the panels in a horizontal plane. Due to the sun's angle changing as the day progresses, near-rated panel output is only obtained for a short period around noon then falling off either side (pre or post noon) resulting in a bell curve of actual power production. As a rule of thumb, taking the rated output of the panel and multiplying by 3 will give you an idea of the number watt-hours that can be obtained on a daily basis from a panel. Dividing that by the battery voltage (normally 12) will give you the number of amp-hours harvested daily. For example, a 300W panel will typically provide 900WH or 75AH. This rule of thumb value will change slightly dependent on your latitude (greater the closer you are to the equator) and time of year (greater in the summer in the northern hemisphere). You can find tables online giving values for numerous cities.

Temperature:

Silicon panel output is temperature dependent losing about 0.5%/°C as they heat up. For this reason, when you look at any solar panels specification, you will find the Standard Test Condition (STC) values specified at a temperature of 25°C. When mounting panels on your vessel, to minimize the effects of temperature buildup and the resultant loss of output, leave an air gap under the panels if you can.



Typical labelling showing the various ratings.

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Panel are made of...?

There are three principal types of solar panels: monocrystalline, polycrystalline, and amorphous.

Monocrystalline panels are cut from a single silicon ingot and typically mounted in a rigid frame that will not tolerate any flexing. Most panels have a solid backing plate but some more recent panels have glass on both sides so they can harvest bounce light hitting the panel from below as well as above. Normally the highest efficiency of different panel types maxes out at 22%, with a typical range of 16-18%.

Polycrystalline panels use cells with smaller multiple crystals tending to give them a flecked appearance. They are slightly less efficient than the monocrystalline cells, especially in low light levels. However, they are easier and less expensive to manufacture and some are made into flexible panels.

Amorphous cells are manufactured by depositing silicon vapor on a substrate. The cheapest to produce, they are the least efficient, but can easily be formed into flexible panels. As their efficiency is in the range of half of that of monocrystalline, double the surface area will be required for the same output power.

Solar panel efficiencies are continually improving over time and sizes for a given output are decreasing. Cost is also coming down.

System considerations:

Wire sizing: To not waste valuable solar energy in the wiring, British science writer, Nigel Calder, recommends multiplying the Isc rating of your panels by 1.25 before using the 3% loss tables for wire sizing.

Shading: if possible, when using multiple panels, wire them in parallel to minimize shading issues. Soft edge shadows (e.g., rigging at a distance) are less problematic than hard edge shading.

ing. Shadowing all of a single cell in a panel will drastically reduce that panel's output.

Controller: leaving a solar panel directly connected to a battery when the boat is not in use can slowly overcharge a battery. If the panel output at 14V is more than 0.5% of the battery amp-hour rating, a controller is needed. Always use a controller with Lithium-Ion batteries due to their sensitivity to damage from overcharging.

When hooking a solar panel up to the batteries, the panels output voltage is constrained to be that of the battery. However, the current from the panel will still be the same as that at the Max Power point. This means you are not getting the rated panel output. For example, an 80W panel at max power has a voltage output of about 17.8V and a current of 4.5A. If the panel voltage is the same as the battery (call it 13.4 V), the current will still be 4.5A resulting in only getting 60W out of that 80W panel.

Using A Maximum Point Power Tracking (MPPT) controller you can get most of that wasted power back.

The MPPT controller operates the solar panel at the voltage to extract maximum power from the panel. It then uses an internal DC-DC converter to drop the voltage to that required by the battery. That 17.8V and 4.5A coming from the panel in the above example then become 13.4V at almost 6A going to the battery. You get to use the full panel output minus a few % loss in the controller.

John Dixon edited and abridged the article in *Canadian Yachting Magazine*: Vol 10, Issue 2
The Boat Nerd: Everything you always wanted to know about Solar Power on a Boat
by CYOB's Boat Nerd, Mike Wheatstone



RADIO STATION LICENCE REQUIRED IN US

Valid Radio Operator Certificate Needed

Andreas warns that Canadian vessels that want to operate outside Canadian waters are required to have a mobile station license. And to get this you need to have a valid Radio Operator Certificate. You have been warned!

A Maritime Mobile Radio Station Licence is required if you are engaged in voyages outside Canadian territorial waters and within the sovereign waters of a foreign administration, including the United States, OR if you require authority for frequencies other than Maritime Mobile.

If you require a radio licence in the future, please complete and submit form

IC-3020 - Application for a Maritime Mobile Radio Station Licence.

Please be sure to submit an **MMSI modification request** at the time of application.

Information on licensing exemptions can be found on the FAQ page under the "Ship Radio Station Licensing."

Maritime radio equipment must be operated by a person holding a **Radio Operator Certificate (ROC-M)**. Courses and exams are given by the Canadian Power and Sail Squadrons. If you are not in possession of a certificate, please contact Canadian Power and Sail Squadrons. Further information can be found on the <<http://www.cps-ecp.ca/>> CPS website.



Andreas Truckenbrodt,
Hon. Signals Officer,
S/V Beautiful Day

GULF SAILOR

Sea Shanties All the Rage: Chor Leoni Agrees!

Most everyone can belt out or hum along to *Drunken Sailor* but do you know *The Wellerman*, a traditional whaling song originally from New Zealand that has taken the world by storm?

What's with everyone listening to sea shanties all of a sudden you might ask? If you're not a TikTok user you might not be aware of the phenomenon sweeping the internet. It all started in late December, when a Scottish postal worker named Nathan Evans uploaded his rendition of *The Wellerman*, an old whaling song from New Zealand.

The *Wall Street Journal* reports that "Since then, videos with the #seashanty tag have racked up more than three billion views, and on-line searches for "sea shanties" have skyrocketed, according to Google Trends."

More than three billion views! Incomprehensible really.

The *New Yorker Magazine* explains: "Evans sang the piece a capella, in a rich, trembling baritone, while pounding his fists and clapping his hands. 'The Scotsman' nails the essential gist—Girls! Booze! Travails!—of the sea chantey, a style of traditional folk song that, historically, was sung in unison by sailors, either to pass the time or synchronize their labor.' The Scotsman" has since racked up 2.7 million views (and counting). More head shaking ensues (Ed.)

I like this analysis in *Vulture* (by a 'young person' I think) of why sea shanties have so captured the imagination and attention of internet users lately. "On the surface, it's a little weird that digital culture in 2021 would become suddenly obsessed with 200-year-old folk songs about men on whaling boats. They sound like pre-historic oddities, which is part of the appeal... they're full of harpoons and pierheads and the specifics of butchering whales; the most recognizable lyrics are lines about "rounding the Cape" and the love of bonny brown-haired lasses."

And Chatelaine ends with: "Sea shanties' catchy rhythms and easy-to-sing-along lyrics got sailors through difficult times, and now they're doing the same for a new generation. They provide a feeling of community, and that's something we could all use right now."

Whatever it takes I say.



Since sea shanties have become this year's new, hot music trend, esteemed choral groups like Chor Leoni have been swept up in the wave (so to speak). You are invited to tune in to enjoy more than 50 Chor Leoni voices bringing the songs to life in an hour of rollicking songs of the sea, haunting laments, and hearty sea shanties – sort of like being aboard a classic ship but in the comfort of your own home.

Many thanks to John D. for letting us know that **Shanties!** are being shared **FOR FREE**, and will be available from 5pm on March 6th – March 14th.

Tickets are FREE. Visit <https://chorleoni.org/event/sea-songs-shanties/> to RSVP.

And for something completely different, watch *Fisherman's Friends*, a 2019 British romantic comedy film based on a true story about a group of Cornish fishermen from Port Isaac who were signed by Universal Records and achieved a top 10 hit with their debut album of traditional sea shanties. You can find it on Netflix.



John Dixon
Vice
Commodore,
S/V *Tantramar*



FREE REGISTRATION

Virtual Vancouver International Boat Show

February 24-27 2021

Great Boat Show Specials – Compare. Shop. Deal

Virtual Show Hours

Wednesday – Friday: 11am – 7pm

Saturday: 9am – 5pm

FREE ADMISSION

GULF SAILOR

GYC Friends Moving On...

From **Janette Chudleigh and Tom O'Flattery**, previously *S/V Charabanc*, comes news of a tough decision. The boat is gone!

"This is what we bought instead – no wind, waves and rocks to negotiate and we can tow it to the dealer for repairs. The boat was just getting too much... we were no longer enjoying the 'excitement' which had started to feel more like anxiety. The final straw for us was we needed a new fuel tank in the middle of a pandemic with no services here at Maple Bay any longer. We shall surely miss all you wonderful Gulf Yacht Club people and I'm sure we'll show up for Labour Day at Newcastle Island!"

Please pass on our best wishes and appreciation for the great times that we so thoroughly enjoyed. Stay well."



GYC Friends Moving Up...

From **Ron and Eleanor Vandergaag**, previously *S/V Fast Forward*, comes exciting news of a new boat!

"We are once again back in the fold. We bought a 1991 Beneteau 35s5. Bit of a fixer-upper but we're already getting on it. She will spend a month in Vancouver getting some needed upgrades before we bring her home. Name change in the offing but not yet chosen."



GYC Friends Moving Over...

From **Jim and Cathie West**, previously *S/V 2nd Chapter*, moves to the dark side, seeking *Serenity*!

"We have gone to the 'other side' (as I prefer to call it). This decision has been a long time coming and was a difficult decision for us. We loved our sail boat '2nd Chapter' and sailed her for 16 years. I mean, we sailed her for about 13 years, as the last three years, there was very little wind ☺☺ Much discussion ensued: do we make the transition (to power), or move on and spend our summers RVing? We both knew if we sold and didn't buy again, we would really miss our summers on the water, all the wonderful people that we have met over the years and our GYC family which we have been a part of for over 20 years."



We looked at every type of trawler/motor boat – that's a lot of boats to choose from, but we knew that we needed something on the smaller side. Something that the two of us could manage without the stress that can come with a larger boat.

We looked at the Camano 31 early on and over time, realized that it ticked off most of the boxes.

We purchased in Blaine, Washington



and she was delivered to Vancouver on December 20th. A few changes on the interior and we are ready to go. Can't wait for Spring!"

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

The Cruise That Never Was

This is the report from the sailing vessel *Tucana* on the GYC Family Day Cruise 2021. But the cruise was cancelled so no GYC boats went on a GYC cruise to Snug Cove.

I, however, had made a reservation at the Union Steamships Marina for Saturday night and needed to keep that for reasons that will become evident throughout this report.

My journey began by taking the ferry from Nanaimo on Thursday, where I have just moved, back to my empty place in Burnaby. I had sold my condo in Burnaby but there were a few things to clean up before the buyer took possession so my evening was spent cleaning and packing the remaining furnishings from my condo into my Jeep.

Friday was a busy day beginning with Drew Mitchell from North Sails delivering my new Genoa and helping me install it. He had to go deal with another customer so Harry Pratt assisted me to re-install my mainsail. (I knew there was a reason for sponsoring him in the club hehe.) I had removed the mainsail in November for maintenance. New telltales and a third reef point were installed. However, my boat was in no shape to sail. It was full of stuff that wouldn't fit in the U-Haul truck that I had rented in my move from Burnaby to Nanaimo. This meant I spent the rest of Friday evening unloading my boat and cramming as much as I could into my Jeep. It's a good thing I have a big 4-Door Jeep. I made enough room on *Tucana* so I could sleep and cook and navigate, then, after enjoying a last meal at the Milltown Pub, I went to sleep on the boat.



Saturday morning was a shock. When I woke up the boat was covered in snow! And there was more falling! Nevertheless, I was in my stubborn solo sailor mood and after clearing the snow from my boat, I donned my survival suit and set out from the marina. I should mention that while making and eating breakfast I turned my electric heater to blow into the engine compartment so when I was ready, the engine started easily.

Visibility was not too bad on the river and I managed to weave my way through multiple log jams. When I reached the ocean the visibility was about 4 nautical miles and the wind was 10 knots. The sun was trying to shine and the snow had stopped but I was wary of the predicted winds that were supposed to blow out of Howe Sound and I continued to motor up the east side of Bowen. My fears were not realized and the wind was 8 knots in Howe Sound. The dock was clear at

Snug Cove with lots of room. Someone had made a small snowman on the walkway in front of the gift shop where I bought a nice warm sweater with the Union Steamship Co. logo.

With no other GYC boats at the dock I wandered up to Doc Morgan's for a drink and had a delicious salmon dinner. It was good except for when I chewed on a shard of sharp plastic. I waved the waitress over and asked her to return it to the cook. He came out and asked where I found it. I replied that it was in the vegetables. He returned to the kitchen for a few minutes then came out very apologetic – he had found the container it had broken off of, so my meal was free. ☺ I had to pay for my drinks but that was okay. When I returned to my boat it was a cozy 22 Degrees and I had a quiet night.



Sunday morning was crisp but no snow. I hoisted the main and let out my genoa to catch the wind blowing out of Howe Sound. For about an hour I had a nice breeze but then, as light snowflakes drifted down, the wind died around the south end of Bowen approaching Cape Roger Curtis. I motor-sailed the rest of the way to Gibsons. There I noted the ice and snow on the water at the Marina. It's gotta be really cold for that. This trip was the first real test of my Sig 100 heater since I installed it last year and I was very pleased. I had a great dinner and drinks at Gramma's Pub. (There might be a pattern here.) Then I snuggled down on *Tucana* with a Lee Child book to read for another night.

Monday morning I was woken up by a banging on the cabin. I had promised I would take a wind generator and parts from Gibsons over to my friend in Maple Bay. But I didn't expect Owen to show up from Port Mellon so early at 0800. All was good and after breakfast I sailed through Shoal channel and headed to Nanaimo. I looked back at Elaine's house and thought she has the best view ever. The wind was light but I was making good time until Fred jinxed me on WhatsApp. The wind died near Halibut Bank and I motored for a while.



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



The Cruise That Never Was
Cont. on p.15

GULF SAILOR

The Cruise That Never Was Cont. from p.14

But it did come back and I was able to sail right around to the Nanaimo Harbour anchorage at Newcastle Island. The weather improved the closer I got to Nanaimo with the sun shining briefly and patches of blue sky.

I moored at Townsite Marina and tied the boat up carefully in the snow.

Then realized I had gone to the wrong slip. (Well, it was my first time going there.) So I changed slips to the right one and secured my boat. A friend gave me a ride to my town house and I relaxed for the evening. Not so! For the first time in years I had to shovel 6 inches of snow from my driveway and sidewalk. As well, the story is not over... I had my boat in Nanaimo and my jeep at Milltown Marina in Vancouver.

Tuesday morning my friend came by and we got the 0825 ferry to the mainland. We drove to Milltown Marina where I



turned in my marina parking pass and fobs, then to Rob's office to get the Waggoner Guide and Ports and Passes books. Then to my Notary and the bank with the proceeds from the sale of my condo. Yay! I can afford a bigger better boat! I got the 1440 ferry back to Nanaimo and I was finally done except for unloading my Jeep.

Then on Wednesday I had to go to my boat and unload it. That took five trips up the ramp with the wheelbarrow.

I had made arrangements for my rides and the wind generator well before the cancelled Family Day Cruise, so my proceeding on the snowy Saturday was a given. I would have had to go back to Nanaimo without my boat and make new plans. That was not going to happen.

All in all, the cruise and sailing was very nice. My boat had no problems and the trip was uneventful. This is a good thing.

AGM 2021 Meeting Minutes Cont. from p.16

are the keys to a successful Fleet Captain. We are about to have our new executive and, in particular, a new Fleet Captain in Robert. I am sure they will all do well.

Staff Captain –

- George has presenters lined up for when covid permits. Hoping to have more short 15min virtual presentations. He thanked those who presented – Andreas and Glen. He also said that joining the executive was a good way to meet the members of the club and encouraged members to volunteer.
- He welcomed Doug MacLeod as the next Staff Captain.

Vice Commodore –

- Chuck said he had a real easy year as his job is mainly the coffee and the dance which did not happen so no report. He has been on the executive for 5 years and is looking forward to being a regular member. He recommended everyone join the executive as it was a pleasure working with the executive. He wished all a happy happy New Year.

Hon. Signals Officer –

- Andreas reported that the virtual Executive and General meetings are working well.
- Thanks to Robert for organizing the WhatsApp Group which was a huge help on the cruises.
- The Group MMSI application was submitted but he has not heard anything back.
- He switched from WebEx to Zoom and will gladly help anyone with their virtual presentations. The virtual meetings are great for the non-resident members.

Council of BC Yacht Clubs –

- No report.

Gulf Sailor Editor –

- Suzie said she received 16-17 Isolated Covid stories and thank those who submitted articles. She asked for members to submit favourite anchorages, repair

stories, swimming locations, where to put your prawn trap, cooking tips and favorite fishing spots. More participation is always welcome.

Commodore –

- Darlyne said we had an extraordinary year: going from in person to Zoom meetings; the only local club to have a real Sailpast. From Thetis to the Broughtons the club sailed more than ever. The trophies will be awarded in February. She thanked the club and promised a peaceful transition of power.

Past Commodore –

- John presented the new slate of officers for 2021.
- | | |
|----------------------|----------------------|
| Commodore | Christie Stangroom |
| Vice-Commodore | John Dixon |
| Fleet Captain | Robert Sinkus |
| Staff Captain | Doug Macleod |
| Hon. Signals Officer | Andreas Truckenbrodt |
| Executive Officer | Patricia Costa |
| Hon. Secretary | Ken Buckley |
| Hon. Treasurer | Glen Mitchell |
| Past Commodore | Darlyne Farrell |

Business Arising from the Reports – None.

NEW BUSINESS –

- The slate of officers presented by the Past Commodore, John Dixon, were elected by acclamation.

Motion to Adjourn by Robert Sinkus.

Meeting adjourned 2010 hrs.

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



GULF SAILOR



Minutes

of the Virtual Annual General Meeting, January 11, 2021

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

The meeting started with Glen drawing a door prize. A \$50 gift certificate to Martin Marine was won by Miles and Suzanne Walker, *White Wolf*.

The Minutes of the January 13, 2019 Annual General Meeting as e-mailed to all members were accepted by Robert Sinkus and seconded by Ken Buckley.

Business arising from the Minutes of the January 13, 2019 AGM – None

REPORTS OF OFFICERS:

Executive Officer –

- Pat was happy to report that attendance at each meeting over the year has been between 29 and 45 members.
- Pat has a few burgees at \$26.00.
- The 2020 Awards will be coming up.
- Pat welcomed new members Barry and Katherine Van Leeuwen who met the club dinghy rafting at Tenedos. They have a CS36 Merlin named *Feliner*.

Treasurer –

- Martin reported that the GIC Account has \$4,123 and the Chequing Account currently has \$11,290. There was a surplus of \$3,482 unspent in 2020. Phill Little is auditing the books. John Laing moved to accept the Treasurer's Report seconded by Miles Walker – motion passed.

Secretary –

- Glen reported that 2020 was a unique year for the club and as a newbie at being Secretary. The covid-19 restrictions necessitated creative solutions and the GYC members stepped up to the challenge. He thoroughly enjoyed the sailing, dingy rafting and the virtual meetings.
- We ended 2020 with 80 members: 66 active, 6 associate, 4 non active, 2 interim and 2 honorary life members.
- The roster was published as a PDF and as a booklet.
- Improvements to the member database were made to automate tasks.
- The club laptop was upgraded to Windows 10, however it runs slow.
- 2021 membership renewal forms have been sent and as of today, 56 Members have replied that they are renewing, including 18 Mate Members and our two Honorary Life members.
- Tom O'Flaherty sent me this message:
"With sadness we must tell the GYC that we have sold our boat and will not be renewing. We have had a wonderful time cruising with the GYC – too many great memories to remember! But we knew the time would come when we are just not up to managing a

Executive Officers Present:

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

Absent:

boat. If you are able to please extend our thanks and best wishes to the great GYC sailors that we have met over the past ten years. All the best for 2021!"

Tom O'Flaherty, Janette Chudleigh, *S/V Charabanc*

- In closing, I want to thank Cam Shields for his help to me performing the secretary functions. I also want to give a big thank you to the Executive for their helpfulness and cooperation and tolerance with my poor note taking. I am not sure who, but someone said, "Joining the executive was a good way to meet the members of the club." This was very true and I have enjoyed the kindness and support of many club members. I am looking forward to working with the 2021 executive, albeit not as secretary.

Fleet Captain –

- Fred reported that 2020 was an interesting year. The planning for activities started in later 2019 with no knowledge, on my part, that 2020 would be any different for the club other than introducing new activities and locations. It was fun looking into the myriad of possibilities that could be done with members of such a well-established club. I felt free to be creative and, with the input from our experienced executive, how could it go wrong? All looked positive for another good year on the water like 2019. Then came the "infernal bug" (or virus). The reality of the positivity of 2019 changing into a negativity seemed likely. But that did not happen. We learned a new appreciation for the meaning of the word "ADAPT". I am pleased to say that what I saw was the club adapting to the strange new circumstances and making the best of it as we were able. Each member could make their mind on how involved they could be in light of their health, age and comfort level. We respected each member's choices and decisions and enjoyed our times on the water and off. We remembered those who were not able to cruise with us and looked forward to getting back to the times when all will feel safe in our boating activities. WhatsApp was also a big help in supplementing rendezvous and cruises. It is with appreciation that I must mention that the help from the executive and the support of the members

AGM 2021 Meeting Minutes Cont. on p.15

GULF SAILOR

February Virtual General Meeting Minutes Cont. from p.18

- We have a contact tracing form produced by Glen to be used at events to record who has attended.
- Robert will report on the use of WhatsApp features at the next meeting.

Staff Captain –

- Doug reported that virtual meetings will continue at least thru June and he is hoping that we will be able to gather in person in the fall.

March 8: John Dixon – Navigation

April 12: Miles Walker – Happy Times on GYC Boats

May 10: Anne Trudel and Ken Buckley –

Bluewater Cruising Association Preparing for Offshore

June 14: Lorraine de la Morandière – Burgoyne Bay

Vice Commodore –

- John reported that he continues to pursue liability insurance for the club. He would really like some help reviewing the proposed policy to ensure it is suitable for our needs.
- RVYC is booked for November 20 for the Awards Night Dinner Dance. We are considering a DJ for this year, if anyone has suggestions please get in touch with John.

Past Commodore –

- Dar had no report.

Gulf Sailor Editor –

- Suzanne requested any material for the newsletter be sent in the next week. If any boats go out on the Family Day Weekend please send an account for the newsletter.

Commodore –

- Chris had no further report.

Business Arising from the Reports –

- None.

A second door prize draw took place. Several boats were selected but were not in attendance (*Lobo Del Mar*, *Trooper*, *Toolik*, *Pavlova*) until *Rogue Wave* was drawn. Norm Ross won a \$50 gift certificate to a local chandlery.

NEW BUSINESS –

- Dar introduced the format for the virtual presentation of the 2020 awards noting that it was not the same as everyone dressed up and enjoying fine food at the RVYC. Despite hopes that we would be able to present the awards in person we must do this virtually. Part of the anticipation of the awards night are the door prizes which are being done tonight too. Thanks to Pat Costa for collecting all the awards and having the recipients names engraved. Thanks also to Andreas for putting together the slides for tonight.
- Awards were presented by the 2020 executive and included a description of the award, the 2019 recipient, a short statement of the reason for this year's winner, and lastly naming the 2020 recipient.

• Club Awards and Recipients 2020



The Silver Ship was awarded to John Dixon – again! This is John's third time to have this beautiful trophy on his mantel. Well done John!

The Gulf Yacht Club Trophy: The Silver Ship
– **John Dixon**
The Gulf Sailor of the Year: Glass Mug
– **John Dixon**

The Commodore's Cup: Glass Mug
– **Andreas Truckenbrodt & Suzanne Walker**

The Vice Commodore's Award: Ship's Clock

– **Andreas Truckenbrodt**

The Rudder: Rudder – **Glen Mitchell**

The Tiller: Tiller – **Ken Buckley**

The Paddle: Paddle – **Robert Sinkus**



Robert Sinkus wins The Paddle!

The Editor's Award: Gift

– **Glen Mitchell**

Best Presentation by a Member: Glass Mug

– **George Paget**

The Al Ludbrook Memorial Trophy: Mounted Log Dog

– **Chris Stangroom and Ragnar Bertelsen**

The Commodore: A Stone Eagle Head Sculpture

– **Dar Farrell**

Gulf Winds: A Stone Sailboat Sculpture

– **Robert Sinkus**

The Bill Penny Trophy: Pewter Mug – not awarded

The Round the Island Trophy: Silver Mug – not awarded

The third door prize draw took place. Several boats were selected but were not in attendance (*Serenity*, *Judy Crumlin*, *Kewao*, *Fast Forward*) until *Taeko IV* was drawn. Geoff Stevenson won a \$50 gift certificate to a local chandlery.

- Andreas asked everyone to remind and encourage other members to join our virtual meetings.

Motion to Adjourn by Robert Sinkus. Carried.

Meeting adjourned 20:47 hrs.

Minutes prepared and respectfully submitted by Ken Buckley, Hon. Secretary,



GULF SAILOR



Minutes

of the Virtual General Meeting,
February 8, 2021

The meeting was called to order at 19:35 hrs by Commodore Chris Stangroom.

COMMODORE COMMENTS AND WELCOME

- Commodore Stangroom reported that the provincial health order of Covid-19 restrictions has been extended indefinitely. Cruises are still on the schedule but the status of each cruise will be updated as needed. Cruises will only proceed if provincial health orders allow. The Family Day Cruise is cancelled.
- Commodore Stangroom read a letter from Allison Repard-Esplen regarding the recent passing of her mother Margaret Repard. Margaret and Tony (passed 2011) Repard were members over 10 years ago and the letter stated that they remembered their time in the club fondly. Phill Little and Norm Ross conveyed some stories of Tony's boating adventures. One of the Repard's daughters gave a presentation to the GYC after she and some friends took the Repard's sailboat to Alaska and back.
- The club recognized Norm Ross's 80th birthday today.



Glen, in charge of the door prize draws, reads out the name of a winner.

The first door prize draw of the evening took place. Tony Swain was again drawn and again requested another name be drawn. Andreas Truckenbrodt won a \$50 gift certificate to a local chandlery.

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

Business arising from the Minutes of the previous meeting

- None

REPORTS OF OFFICERS:

Executive Officer –

- Pat Costa reported 42 members present.

Treasurer –

- Glen reported \$4,124 in the savings account and \$16,576 in the chequing account. Expenses paid in the last month were \$1200 and the budget for expenses for the year is \$6150.

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: None

Other Officers:

Gulf Sailor Editor	Suzanne Walker
--------------------	----------------

- The books were audited by Phill Little who found all in order.
- Phill moved to accept the treasurer's report, seconded by Robert Sinkus. Carried.

Signals Officer –

- Andreas reported that the club group MMSI number has been received (031600083). Some members will test it out this weekend and then report on how club members can use it.
- The club received a request from a member to look into the confidentiality and privacy of WhatsApp and consider moving away from it. The executive considered this and has decided to continue with WhatsApp. Thanks to Robert Sinkus for his help in investigating this.
- A code of conduct for WhatsApp will be produced for the next meeting dealing with things like late night messages and the content of messages.

Council of BC Yacht Clubs –

- The next meeting is Saturday.

Fleet Captain –

- Robert reported that reservations have been made for all cruises through to New Year's. Gibsons may not be able to accommodate very many boats for the Fall cruise (Oct 1-3) as they have very little transient dock space. The destination of the Extended Fall Cruise (Sept 24-30) that Robert is referring to as the Extreme Scream is to be determined, Jervis Inlet is being considered.
- The Family Day cruise is cancelled due to covid restrictions.
- Three boats have booked for Shakedown.
- Bedwell Bay is being considered for the Summer cruise (June 11-13). Currents are favourable those days and the anchorage is reported to be as well or better sheltered than Port Graves.
- Newcastle Island administration are rewriting their standard contract document to reflect covid times and we are waiting for this new document. We are on the books for Labour day weekend though.

February Virtual General Meeting Minutes Cont. on p.17.