



GULF SAILOR

CRUISING UNDER SAIL



Robert Sinkus heading back to False Creen from Bowen and hoping to outrun the rain squall.

We have to hold our course – or else...

If you were at the last General Meeting, you'll know the whys and wherefores of holding your course at sea, thanks to John D. The same exhortation comes from Dr. Bonnie – just a little while longer and we'll be able to share appies again. Can't wait! Until that time, though, we have to be content with the company of just our usual crew as there is likely very little change in restrictions for the next two months! But after that? Fingers crossed for better news.

We're all in a hurry to get back on the water, but perhaps a few reminders of days past wouldn't go amiss. The founding fellas of the GYC drafted rules of membership that many of them couldn't fulfil – the crossing of the strait – in the smaller boats they all had, it was too daunting a task for many. **Tony Swain** remembers those days, and we remember Tony's days as Commodore, and with Mary on his *Suzy-B*. Good memories. Note, the boats were a LOT smaller. Maybe the sailors were a lot tougher too.

George Paget checks in with a quiet evening pick-me-up in a favourite anchorage and a health alert (not Covid-related), while **John Laing** explains that an 'easy job' is never easy (as any boater knows). I asked for an elaboration of a WhatsApp comment from January that he provided for all our entertainment.

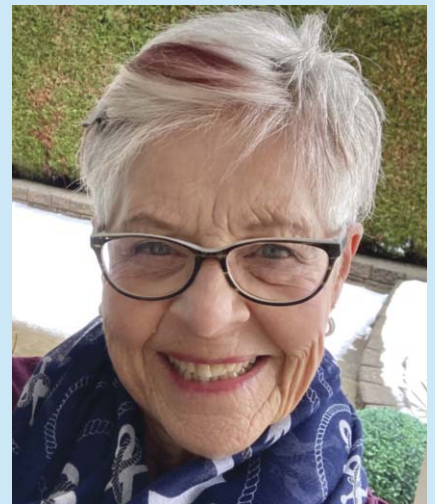
Robert explains about WhatsApp information-sharing and selling and I prepared a condensed version of both **Andreas's** presentation on WhatsApp etiquette and his hopes for a flotilla cruise to Barkley Sound following the May cruise to Thetis. I also provide highlights of **John D's** presentation of the COLREGS that are most important for GYC members.

And finally, **Robert** describes wrestling with his jib in his attempts to outrun threatening skies and a deluge of rain on his way home from a weekend of sailing and hiking – in his shorts!! – in March.

Suzanne Walker, Editor *S/V White Wolf*



Message from our Commodore



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

I believe there is hope on the horizon! Let's not give up!
Soon may our bubbles only be
in the champagne!
See you on the water!

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
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Hon. Secretary: Ken Buckley
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Hon. Treasurer: Glen Mitchell
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Hon. Signals Officer: Andreas Truckenbrodt
Beautiful Day

Past Com: Darlyne Farrell
SawLeeAh

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

Commodore's Message

When we put the *Christie Cove* to bed for the winter we did not change the time on the boat clock. When we took her out of hibernation last weekend the clock was again the correct time! Every time I visited over the winter I was always out of sync by an hour. "Doesn't take much" says Ragnar!! Anyhow, Spring has sprung and we are now back in sync – we can once again be on time with the tides and currents....

It's been a long winter as we usually spend some weeks in the warmth of Hawaii in January and travel to trade shows in February and March. I began to think that doing my errands counted as going out and I'd get dressed up and put on a matching mask....

We are looking forward to some days on the water in the *Christie Cove*. When COVID hit last year we were able to spend almost a week a month on the boat, our way of "self isolating", and it was great. Easter was beautiful in the Gulf Islands and in early May we had excellent prawning at Lasqueti. We hope to do the same this year.



Chris Stangroom
S/V Christie Cove

I'm hopeful that both Sail Past and the May Victoria Day Cruise could happen if restrictions are lifted somewhat. Perhaps a good many of us will have received "The Jab" in the coming weeks. In the meantime, we monitor the daily COVID reports, we wear our masks and keep to our bubbles. Sadly we don't gather in groups yet at our rendezvous. I believe there is hope on the horizon! Let's not give up! Soon may our bubbles only be in the champagne! See you on the water!

Thanks to
John Dixon for
finding this.

From the Archives

Commodore's Message

November 1969

By the time you are reading this, the fun and excitement of the great prize-giving party will be all over and this year's trophy recipients will be wondering how it was all figured out.

It's been another good year for our club. The consistent attendance at our monthly meetings and the steady increase in membership to my way of thinking proves that we have found a formula that is successful, regardless of the precise wording of any constitution we can devise, and I urge all of you to remember that this is a club for those who enjoy cruising under sail and are actively engaged in it. When we cease to be actively engaged on our own boat, we expect to be "stood down" a notch and lose our voting privilege. This is to ensure that our "Gulf Yacht Club" is only administered by those who are concerned with the problems of the active sailor such as weather, moorings, marine parks, cruises, etc.



Tony Swain,
Commodore
1964 – 1969

I believe that our future depends on sticking to this concept and I urge the new Executive to zealously guard the traditions established.

During the last four years as "Commodore", there have been good and bad times, tragedy and happiness and I have been privileged with many confidences.

It is for me a wonderful time and I know that this Gulf Yacht Club will continue to flourish so long as the waters of B.C. are rippled with wind. (A little more often at times.)



GULF SAILOR

Staff Captain's Report

Meetings will likely be virtual until next fall. This gives us an opportunity for GYC members to share interesting topics with fellow sailors. In March we were treated to an abridged version of the collision regulations by John Dixon.

On April 12, Miles Walker is presenting Happy Times on the GYC Love Boats, showing the fun times we have had over the last ten years with the incredible friendship of the GYC sailors

We have these presentations to look forward to in future meetings:

- May 10 Blue Water Cruising Association: Preparing for Offshore, Ken Buckley and Anne Trudel
- June 14 Burgoyne Bay: Lorraine de la Morandière

Looking ahead to next fall:

If you have a suggestion for a guest speaker please contact me.

Presentations by members are always a hit. In years past, we've had engaging presentations on such topics as *Provisioning and Food Storage for Long Cruises* or *First Aid Essentials*. Cruising experiences on our BC coast or exotic locations around the world make exciting stories to share. If it's interesting to you, it will be interesting to your fellow GYCers so get involved.



Doug MacLeod,
Staff Captain,
S/V Willpower

Summary of Collision Regulations Presentation

Collision Regulations (COLREGS) are International and are updated every four years. They are part of the Canada Shipping Act which is administered by Transport Canada. They are divided into 46 rules, but only a few of them pertain to us GYCers.

Rule #5: Every vessel shall maintain a proper lookout.

Rule #6: Every vessel shall proceed at safe speed.

Rule #7: Determination of risk collision (give way vessel and stand on vessel)

Rule #8: Action to avoid collision (be early and obvious)

Rule #12: Pertains to sailing vessels – port, starboard, windward, leeward.

Rule #13: Overtaking :

Rules #14, 15 & 16: Actions by vessels that are approaching one another. Alter course to starboard/cross behind....one another.

Rule #18: Responsibility between vessels (who has right-of-way is based on manoeuvrability). Determined by this Avoidance Hierarchy – who gives way to whom:

- | | |
|-----------------------|---------------|
| 1. Overtaken | O: Old |
| 2. Not under command | N: Navigators |
| 3. Restricted ability | R: Rarely |
| 4. Fishing | F: Finish |
| 5. Sail | S: Second |
| 6. Power | P: Place |

"And what about traffic lanes", Robert asked, "who's got right of way when you're crossing then?" John answered "Freighters must stay inside the designated zone and us sailors have to cross their path at 90°."



John Dixon,
Vice Commodore,
S/V Tantramar



Shoal Bay Marina open for business this summer

As you may know Shoal Bay is one of my favourite places and I am pleased to learn they will be open (in a limited way) this summer for transient moorage. Mark MacDonald, along with his wife Cynthia, operate the Shoal Bay Marina Resort. Sadly, however, the pub is closed for the season and there will be no pizza nights.



GULF SAILOR

Fleet Captain's Report



With cases of Covid increasing and Dr Bonnie announcing restrictions:

- a) **Indoor gatherings NOT allowed**, and
- b) **Outdoor gatherings allowed** but you can be with **10 people ONLY** and **only with the SAME 10 people**; social distancing is still required,

The Easter Cruise to Ladysmith (originally scheduled for April 2-6th) is cancelled.

The Ladysmith Maritime Society understands that we needed to cancel the cruise, and want us to know that we are welcome as individual boaters for Easter or any time during the year. They are being very strict about enforcing provincial health orders. Currently they are making sure there are a maximum of 10 people only gathering under the tent by the picnic tables and barbecue. By-law enforcement officers visit the docks regularly, so LMS wants to ensure that neither GYC members or themselves incur any fines. Showers and bathrooms are open only during normal business hours – for Easter that is 8:00-4:00. Only two people are allowed inside the building at a time (in addition to the staff) to pay or register.

Please stay tuned. The Executive will decide about Sailpast and our May Cruise nearer the time.

For the balance of this report, in the interests of diversification and minority rights, please include "power boating" whenever you read "sailing" – this also includes sailboats that choose to identify as power boats, and power boats that choose to identify as sail boats. This also includes those whose self-definition is fluid – perhaps choosing to self-identify as power boats in very light airs, but as sailboats when the winds pick up, and then, of course, there are those sorry few who must sometimes self-identify as power-less, and may be observed under tow behind another club member's boat.

When I started as Fleet Captain, it looked like things were returning to normal (with our two September cruises last year and the week long Stag Cruise hosted by Centennial Sailing Club) and that we could resume our cruises in some fashion. The hope was that by the fall, all would be back to the way things were. We even had four brave boats show up for New Year's at Bowen.

Unfortunately life didn't quite work out as I had hoped - funny that :-).

However this doesn't mean you should remain dry-docked through Covid. Sailing can be very Covid-friendly and a great way to get out and enjoy yourself. Please get out and go sailing. We are so lucky that we are able to do it, especially in these times. It is really a rejuvenating and energizing change from Covid isolation. It's great when people post their plans on WhatsApp so others know what is happening and are also more inspired to get out in the fresh air and sunshine on the water. People who posted inspired me! Here's me in my shorts just a few days ago.

In the meantime, for those who miss our great games along with all the other social festivities, here's one for you: <https://i.kym-cdn.com/photos/images/original/000/855/479/747.png>.



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..**



Robert Sinkus,
Fleet Captain,
S/V Reality

GULF SAILOR



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: CANCELLED	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

HAILING DIRECTIONS

WhatsApp Guidelines and Tricks

What are we using WhatsApp for?

- Boating related topics • Sharing locations • Sailing plans • Weather information
- Wildlife spotting • Safety information

Keep the messages appropriate for all audiences, use common sense and be respectful.

What it is NOT to be used for.

- Stuff that is only relevant for one member of the group or private messages
- Topics that have nothing to do with boating

You can share your location in different ways.

- You can share your position via WhatsApp one time
- You can update your position over a period of time (for example, over the next 15 min/1 hour/8 hours)
- You can actively update your position every 5 min if you are on the move

You can respond to a post in different ways.

- You can respond to a member by quoting a bit of the post you are replying to that everyone will see
- You can respond to a member privately

You can silence notifications (stop that ping!) in different ways.

- You can put your phone on "Do not disturb"
- You can Mute WhatsApp notifications for all contacts and messages
- You can Mute WhatsApp notifications for the GYC group for a period of time (8 hours/1 week/always)
- You can mute the sound but still see the notification icons)

As always, help is available. Detailed instructions: <https://www.gulfyachtclub-bc.ca/members-only/>

For becoming a WhatsApp group member and for **iPhone help**, please contact Robert Sinkus, rspersonal@rsctele.com.

If you use an **Android**, please contact Andreas Truckenbrodt, atruckenbrodt@gmx.net.



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

Barkley Sound Flotilla, Summer 2021

Plans are afoot for a group to sail off to Barkley Sound following the May long weekend cruise to Thetis. The idea is being spearheaded by Andreas and shaped by his schedule. Here are his main ideas.

Day 1: Thetis – Sidney (depart May 24th)	25 nm
Day 2: Sidney – Victoria	22 nm
Day 3: Victoria	
Day 4: Victoria – Sooke or Becher Bay	20 nm
Day 5: Sooke – Port San Juan/Port Renfrew	36 nm
Day 6: Port San Juan/Renfrew – Bamfield	43 nm



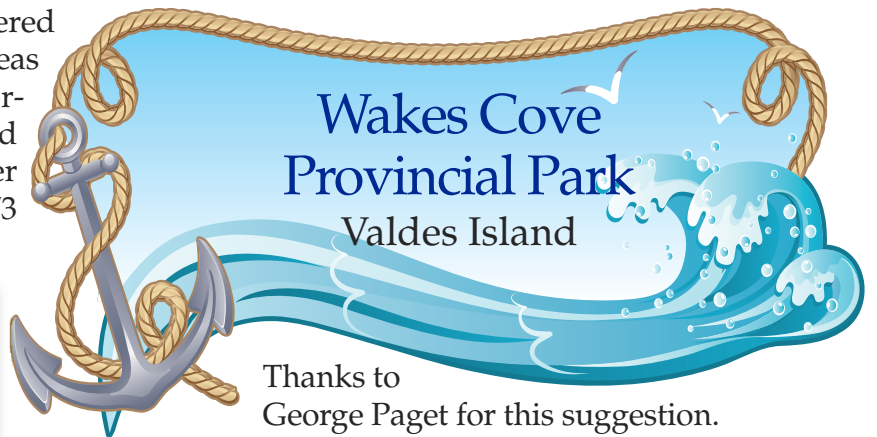
White
Wolf in
Barkley
Sound,
2006

Timings for transiting Juan de Fuca strait are obviously weather and current dependent and are subject to change. When planning, make sure to build in several days both coming and going just in case – you can't rely on the weather!

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GYC Recommended Anchorages

Wakes Cove Provincial Park offers sheltered anchorage, leading to hiking trails, picnic areas and a myriad of wildlife viewing opportunities. The 205-hectare park was established in June 2002, and the Marine Parks Forever Society donated money to purchase the 73 hectares of foreshore from the Crown.



Thanks to
George Paget for this suggestion.

Having read the Obits, I had to shake off the gloom. It was time I went to sea. So I packed my sea bag and headed down to the dock.

The clouds cleared as I sailed across the Strait of Georgia. There was a gentle breeze from the North West. Instead of being salted away in The Sailor's Rest, Home for the Pathetic, I was following Drake, Vancouver, Juan de Course and Jose Narvez across our emerald sea.



As is my custom I anchored in Wakes Cove, on the south side of Gabriola Pass – the bottom has very good holding. Occasionally a yacht and or tug might pass but its wake is usually dissipated by the turbulent tidal currents. While waiting for sunset I enjoyed some of the ships whiskey. Having dealt with the sun, I lit the furnace and prepared a delicious meal. I did not have any music or radio. The gentle gurgle of the current on the hull was my symphony.

The wildlife viewing is a constant source of wonder. This evening I read Dana's 1840 *Three Years Before the Mast*. I read how his ship had to slip anchor when a fierce Santa Anna wind sprung up while they were anchored off the El mission de Maria de Los Angeles de California. They couldn't set sail again before being forced more than a thousand miles to the west. Having read of such daring-do, I slept soundly. I was with salty tars in the forecabin.

After a leisurely breakfast I had a pleasant sail home with a gentle northwest breeze. Refreshed, I was ready for another week of work. I was happy as a clam. (Of all races, the clam is considered by many, the happiest of all.)



George Paget,
S/V Contender



Allergic to Light?!

From last summer: You may have wondered where I am. Maybe I was up north? But no. I have had to hole up in my dark cave. After many years of the outdoor life my body has rebelled. I am now allergic to light!

I wish I had this extreme paddlers hat when I was cruising. Now this hat is not sufficient. It is hard to remain cheerful but I'm determined to get on top of this. I have learned that I am allergic to sunscreen. I have also learned that my diuretic medicine also can cause photosensitivity. Maybe by November I will go cruising. So what part of incurable did I could understand? On my medical adventures I also have noted that my blood pressure can go up by 20 points just by watching the news. Alas, you knew that. So Bon voyage George de Contender.



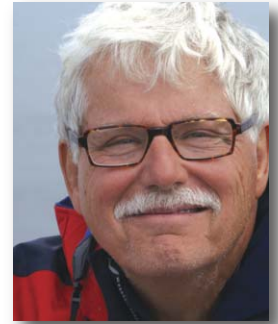
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How Difficult Can it Be? A Door Story

On January 20, the US Inauguration day, Vice President Kamala Harris was photographed walking into her new office in Washington's Eisenhower Executive Office Building. I have spent a lot of time in that building myself, and therein lies a story.

In the early 2000s, our company, Parvener Doors and Panels, had achieved a modest reputation for being willing to manufacture products and designs that the big guys refused to consider. Whether through talent or plain stupidity, the "little Canadian company that could" became the darling of a few huge and arrogant architectural firms engaged in a number of prominent construction projects in the United States, and concentrated in the Washington, DC area. And one of them was the total renovation of the Eisenhower Executive Building.

As was common in these projects, the architects needed to bring the building up to current fire code and safety standards without changing the heritage look and feel. The original wood species and design had to blend perfectly with the historical standard. Hence our first problem.



John Laing,
S/V Spiritus II



*The Eisenhower Executive Office Building, home to the Office of Management and Budget.
(Image credit: Andrea Izzotti/Shutterstock.com)*



*VP Kamala Harris and her husband on
Inauguration Day in front of the doors.*

The old Eisenhower doors were veneered with Honduras mahogany, a species now flagged as endangered, and therefore prohibited from being imported into the U.S. "No problem", said the architects. "Just find another wood that looks exactly the same as Honduras mahogany. How difficult can that be?"

Because my middle name isn't God, difficult is not the word. Impossible is the word. Trees are a product of nature, and variation is a built in reality. We are not selling carpet here, where a one metre square sample can represent a million square metres of product. Even if we had access to Honduras mahogany, the new doors would not exactly match the original ones. But to these guys, close only counts in horseshoes.

So the long drawn out process of veneer sampling began. We sourced mahogany look-alike veneers from all over the world, made up metre square samples to show the variation even within a single log, and shipped them off to the architects. After many rejections, we finally got a winner. But not a total winner. "Of the six samples you sent", we were told, "we like only #2 and #5. The others don't work". Of course the tree doesn't know that, and so the negotiation of what will be acceptable and what won't became a long drawn out affair. And very expensive. But after about three months we had a deal. Or so we thought.

There is only one rule that applies in dealing with large American firms, and that's the Golden Rule: *He who has the gold rules.* And they had the gold.

Thus when Laura Bush accompanied her husband and the Cheney's (Dick was the VP) on a tour of the newly renovated Eisenhower building, the Golden Rule was invoked. "George", said she, "Why don't the new doors match the old ones?"

The invoice for our doors was over half a million dollars, US. We didn't get paid for over 18 months.

GULF SAILOR

Club History: Tony Swain

Y'know, if I hadn't come here to visit Brian, there wouldn't BE a Gulf Yacht Club, cos I thought up the name! Probably it'd be the FCCB (False Creek Cruising Bunch).

The *Suzy-Q* was one of three such built in 1934 to raise funds to build the Calgary Yacht Clubhouse at Chestermere Lake. A 16ft, cedar on oak, Miniature Star from 'How to Build 20 Boats' – I think.



July, 1962. Tony's 16 ft dinghy the *Suzy-Q*, at the first jetty on Glenmore Dam, Calgary.

It spent WWII sunk in the mud by its finger dock there, until salvaged by my boss, Bob Macdonald of CP Repairs in Calgary in the late 1950s. I bought it off him in 1961, and bought a trailer and was one of the pioneers who sailed at Glenmore Reservoir. It had a 27 ft mast, with 220 sq ft of sail.

I was weaned off dinghy sailing after encountering pipe smoking Bob, and his little sloop in English Bay off Kits Yacht Club, some time in 1963. His sturdy little cruiser *South Coast*, was a 20ft plywood chine sloop, with genuine sitting head room! He was so impressed with

my sailing round and round him in my 16ft, $\frac{3}{4}$ decked Sunray center boarder, the *Suzy Q*, that he invited me to go cruise the Gulf Islands that week-end, and we left False Creek around midnight in a howling Westerly.

It was a hell of a beat, the gas can fell over in the forward locker and flooded the bilge. He scrambled below and threw out the oil lamp before we blew to Kingdom Come! Eventually, we reached into Caulfield's, and tied up at the wharf. ...What to do? We gently pumped the bilge, hollering at folks laughing and singing on other boats, to... "Please put your cigarettes out! There's gas on the water!" Which, after some ribald chuntering, they did... By tossing the butts overboard! Yikes! ...Thankfully, all was evaporated and aired out by dawn.

We made it to Porlier Pass next day, and pressed through under kicker power, against the flood... There's back eddies y'know. ...And ran out of gas amidst the whirlpools, then lost Bob's beautiful 'proper' copper fuel funnel overboard, whilst attempting to fill the Seagull way-outboard. ...We actually sailed through the kelp to the tiny bay by Dionisio Point, with it's 'stunted trees', to await slack. After the torrent eased, we sailed thru and around to Reid Island's abandoned fish plant. ...And so it went...



My Mary and I on the *Suzy-B* in a stiff blow.



Tony Swain
Honorary Member
Cap'n the *Suzy-B*, Ret'd



September, 1962. First meeting of Bob Jarret (R) and *South Coast* on English Bay.

Much of our romantic inspiration stemmed from a charming little book, '*AHOY THERE!*' by Will Dawson of West Van in 1955. He and his wife, Eileen, restored and cruised their 32ft chine auxiliary Yawl *West Wind* exploring the Gulf Islands, the Georgia Straight, and Discovery Pass in the early 1950s... It was truly innocent adventurous stuff... Thus, the spark, that became the Gulf Yacht Club, was germinated!

I sold *Suzy-Q* to a chap and his son from the Hollyburn Sailing Club and bought the *Suzy-B*, a Hanna Poco-Dinero (originally named *Winsome*), built by Ches Rickard, RVC, TCA's chief pilot, who won the Swiftsure race three times in his L-36, *Winsome III*.

Tony Swain Club History Cont. on p.10

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Tony Swain Club History Cont. from p.9

But just how did a young guy who'd immigrated to Canada in 1956 after flying for the RAF, find his way to English Bay? That was Brian Sigsworth's doing. Both in Calgary in 1957 the two of them shared an interest in old cars and belonged to the Calgary Sports Car Club. They've been best friends ever since. Then Siggy got



L-R: Brian, daughter Karen, the dog, and dear mom, Lenora on Scorpio.

transferred to Vancouver: "We were all so sorry for him. . . All that RAIN y'know!" So in the summer of 1962, during his vacation, Tony drove out to commiserate with him, discovered the Kitsilano Yacht Club, and stayed.

Brian's *Tinkerbelle* was a wonderful miniature 16 ft round hulled cruising keel boat! But his family outgrew it. So on his front side-lawn, he built a 26 ft plywood Thunderbird, *Scorpio*.



Mary keeping a close eye on Siggy (Brian Sigsworth) and Lenora sailing *Tinkerbelle* on English Bay, about 1963-64.

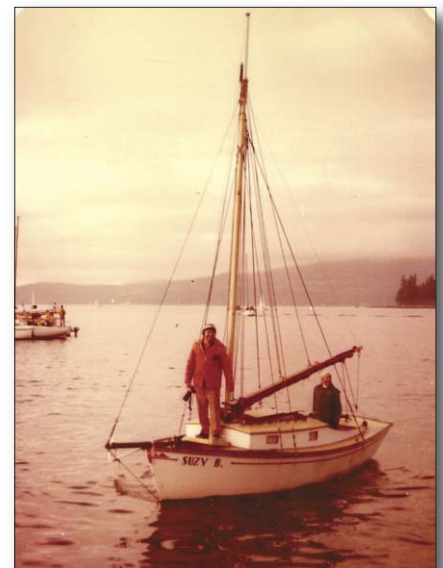


And what about Mary? Just how did she and Tony get together – he from the UK and she, born in a boxcar in Penticton?! Well, Tony and Mary met in 1969 at the Jib-Set Banquet at Frank Baker's Night Club in West Van. She had moved to Vancouver with her family and after trying out a few different jobs, opened up a fresh fish shop, Royal Seafoods, at Park Royal in West Vancouver. She loved the outdoors and sailing and so was taking lessons based in False Creek.

Tony, meanwhile, had helped to found the Gulf Yacht Club in 1964 and became its first Commodore, serving for five years. He'd also been part of a group who started up a sailing school called Jib Set. He wasn't that keen to attend the sailing club dance, but he went anyway, and it was there that he met Mary. He asked her to dance ("she could jive!"), and not long after, she made him bouillabaisse ("and she could cook!").



Mary and Tony in front of *Fish Lady*. Thanks to **Nancy Little** for the article by Shelley Fralic in the Vancouver Sun, June 2013 where I found some bits of information that filled in some gaps not covered by Tony.



Suzy-B, with Tony on the bow and Mary at the helm.

That was the beginning of 43 years of shared interests, not only in food and sailing, but flying and planes too (Mary got her pilot's license to go along with the plane they bought together), attending aviation events all over North America as part of the Western Warbirds Flying Circus. When they weren't sailing they were at Delta Air Park where Mary served up her homemade soup in the coffee shop to the delight of pilots, bird watchers and cyclists passing through. Sadly, Mary passed away in 2013, at the age of 83.

We're so fortunate to have Tony to remind us of the early values the founding boaters embraced when they formed the GYC. And so fortunate they are still the guiding force behind the club.

GULF SAILOR

WhatsApp and Metadata

The GYC executive was asked to look into concerns that WhatsApp sells/gives away the metadata of its users and so could be a privacy issue. Here's Robert's assessment.

Metadata is a big issue that is not specifically related to sailing, but most of our members do use the program, we all text and email fellow members and the GYC does have a Facebook page. Many of us also Google boating events, services, products, etc.

Since I am the one who introduced WhatsApp to the club, and created and moderate our WhatsApp Group, I did a little research into the subject (actually, a lot of research Ed.).

Metadata is a big deal in today's digital world. **It is said that if you are not paying for the product, then you ARE the product.** So for every free service/free app you use, you are likely being mined for your metadata which is either sold or used for profit. And this is very big business. Users are being mined and manipulated without their knowledge, with the result being that our thinking is being affected without our even knowing it.

The divisiveness that resulted in the murder of a policeman by rioters on the US capitol on Jan 6 was arguably the product of polarization created by social media from metadata.

I found that the list of services that mine your metadata includes your smartphone with internet access by any of: data, Wi-Fi or VPN, but is not limited to:

- Just about any browser – i.e. if you use the internet at all
- Google, Google Docs, Gmail, or sending to a gmail account (Microsoft Outlook and soon to be retired Hotmail do not currently seem to do it)
- Text messaging (also called SMS)
- Face Book and almost any social media platform (Twitter, Instagram, Pinterest, etc.)
- You tube
- Amazon
- Asana
- Dropbox
- Skype (they will provide your metadata to governments on request)
- Netflix
- Group messaging apps such as WhatsApp, Signal (even though they currently state they do not share it), Telegram, etc.
- IoT (Internet of things) devices such as smart fridges which can also be mined for bitcoins by criminals:
<https://www.cbc.ca/news/technology/bitcoin-hacking-smart-devices-1.4728222>

Please note that some of the above state that they purge your data after 30 days. But in the digital metadata world, 30 days is ancient history.

I have come to the conclusion that 1. due to the specific nature of our app and that 2. you can't click on links of interest (where they really get you with metadata), WhatsApp is one of the most

innocuous of the above applications.

In other words I think that if you are really worried about WhatsApp you would be better off removing yourselves from all of the other above applications first, or at least, as well.

This basically would mean permanently removing your internet access on your phones, tablets, and computers. Which I don't see any of us doing.

So in my opinion, I would recommend continuing to use the WhatsApp program for all the benefits we gain from its use.

The issue of metadata, and also cybersecurity, are important to understand, and if you would like to learn more, then here are some good resources to start with:

- Edward Snowden explains it quite well in this 24 minute interview <https://youtu.be/VFns39RXPrU>
- Documentaries such as The Social Dilemma (2020), 94 minutes, by Netflix, (it shares the interesting statement that "fake news travels 6X faster than real news")
- Or: • <https://www.washingtonpost.com/news/monkey-cage/wp/2016/10/07/how-social-media-undermined-egypts-democratic-transition/> describing how social media helped end a dictatorship, and then also contributed to the coup that ended the democratic transition
- And perhaps read the CBC article at <https://www.cbc.ca/news/entertainment/netflix-social-dilemma-tech-1.5740351> which says that it's not quite like you might think after watching the program.

On a separate, but related issue, I understand that most computers in the world have been hacked into without the owners' knowledge: both business and private, and now cybercriminals have begun hacking smart phones. I have received texts claiming to be from my Cell phone carrier (fairly easy for hackers to know which carrier your cell phone number is with) or other reputable organizations. I never click on the links or phone numbers in those unsolicited messages/emails, and instead use my saved website address, or search it and then email or phone and ask about the message I received. Many times the messages were not legitimate.

Disclaimer: I am a Professional Engineer with over 25 years' experience in Telecom, and while our company is in the process of getting certified to sell security services (for businesses that actually protect against hacks that can be made through many of the above platforms and especially IoT), I am NOT a subject matter expert by any means, and the above article is not being represented as expert advice, but rather as a layman's perspective. Always do your own research.



Robert Sinkus,
Fleet Captain,
S/V Reality

GULF SAILOR

Not so Quiet on the Western Front



On the way back Sunday, the weather was scheduled to have a break in the rain late morning, so I headed out into about 20 knots of wind and put up the jib. The winds dropped to about 12 knots, the sky turned bright blue, and the snow-capped mountains of the sound by Cypress shone bright under the heat of the sun. I thought I'd stay lazy and leave the main in its cover for now. Looking south, I could see the rain in the Strait to the west of Passage Island, while to the East of it, the weather looked really nice. At first the clouds to the South of me looked fine.



I then got hit by a series of fronts that passed over me, arriving surprisingly quickly and each seeming to only last about 10 to 15 minutes. The first few fronts brought windows of highly different differing weather from "sunshine with less wind", "wind with light rain", "sunshine with wind", driving rains, hail, and then really strong winds, initially with rain. With each front, the wind direction veered by about 30-50 degrees, and the wind speed shifted dramatically. The hail bounced in underneath the dodger which was kind of fun to watch.



Yikes! Look what's coming! All the pics above were prior to the heavy winds.

I sailed over to Bowen on March 6th. It felt quite warm and sunny sailing around the bay, feeling the heat of the sun in my shorts and T-shirt, although I did put my fleece back on upon entering Howe Sound.

I did a nice hike up to Dorman Peak to enjoy the view. The evening had a little motion in the marina as the rains hit, and some swell came right into Snug Cove. I also noticed I could hear the ferry at the dock through the water – a lot more noticeable out on D Dock.



Robert Sinkus,
Fleet Captain,
S/V Reality



As I approached Passage Island on port tack in these really building winds, I decided to partially furl the jib while in the lee of Passage (not that it seemed to offer much protection). Pulling on the furling line did nothing, so I eased the jib sheet a bit. The jib flogged so viciously while I tried to pull in the furling line (without success) that the lazy sheet was now wrapped and hitched tightly to the working sheet. I bore off to a reach and hardened it. Harnessed into my jack lines, I made my way forward on the deck, and over the course of several minutes, was able to work the knots loose off the working jib sheet, and retried furling with much less slack each time (tiny steps), and still on a reach, allowing me to pull the sail in more easily. This time I was successful, with about a 70% equivalent jib flying. I tacked back towards the east side of the sound, doing well over 6 knots. I noticed a sailboat pounding south through the waves under power had altered course towards me, and was now on a collision course. I guess he was looking for the shelter of Passage.

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GULF SAILOR

As I started to think I had better make a serious course correction to avoid hitting him, he finally adjusted course. Making my way east, the winds began to ease and the boat slowed, so I let the jib out in stages so I could drive the boat and point higher. Getting closer to shore on starboard tack, I saw two lasers heading south on port tack from Eagle Harbour with a good sized rib as a chase boat. And we were on a collision course. I had hoped that the chase boat would at least signal that they knew I was there, but nothing. Getting closer to them, I thought of what it would sound like for the news to say that I had run over two dinghies in my keel boat, and dipped way below them to avoid collision - even though I had right of way.

Nearing the shore, I was able to tack and head south for English Bay. As I sailed towards English Bay, the SE waves eased, and I sailed to Burrard Civic Marina in much milder conditions with no further incident other than a mild front that hit between Jericho and Kits.

All in all a fun weekend with new lessons learned that fronts can change the weather every 10 or 15 minutes, and when surprised by heavier winds, furling the jib is much easier on a reach!

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that we appear to be the only such club that does not have liability insurance.

- The awards dinner will be November 20, covid allowing. He is looking for a DJ and happy to take any recommendations as he would like to book the DJ soon before demand rises.

Past Commodore –

- Dar had no report.

Gulf Sailor Editor –

- Former members Mike and Rae Sutcliffe offered some charts to any members that wanted them. Most of the charts are going to Paul and Julia but there were a few members that asked for the charts of the west side of Vancouver Island. Suzanne conducted a draw for these charts which was won by John Dixon. John offered to share the charts with others.
- Please send any contributions for the newsletter soon.

Commodore –

- Chris welcomed new members Lea Moss and Gjoa Andrichuk and asked them to introduce themselves. Lea has purchased a Contessa 26 which she and her three children (ages 7, 9, and 12) are learning to sail. Sailing and maintaining the boat are a family project they have made part of their home-schooling program. She is looking forward to crossing the strait with other members and becoming a full member. Gjoa and partner Graham have purchased a Yamaha 28 from the original owner. The boat was kept in great shape and has new sails. She has attended club events previously with Andreas and former member Eileen Macbean (Seven-N-Half %).

Business Arising from the Reports –

- None.
- Glen drew the **second door prize** of the evening. First drawn was *Toolik* who were not present, *Perspective* was then drawn. Bruce and Adele won a \$50 gift card to Indigo Books.

NEW BUSINESS –

- Andreas Truckenbrodt presented a plan for a flotilla to Barkley Sound that would leave after the Victoria Day weekend at Telegraph Harbour, heading out Juan de Fuca, taking about six days to get to Barkley Sound.

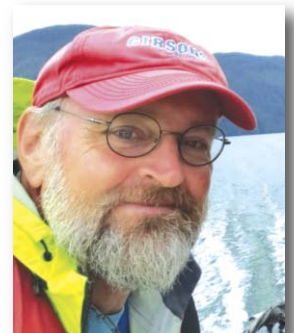
Geoff Stevenson reported the Semiahmoo club is planning a trip to Barkley but would not leave until July 1st. It is important to be flexible in the schedule to accommodate weather days. There is lots to see so don't rush. Nick Palmer stated it is worth all the time you can allow. Victoria to Bamfield can be done in about fourteen hours with favourable tides and wind. Andreas noted the marina in Port Renfrew has been improved in the past few years and is now a viable stopping point for those not wanting to do a long day.

- Robert Sinkus thought he would plan to return in time for the summer cruise, tentatively planned for Bedwell Bay in Indian Arm.
- Anyone interested in the flotilla to Barkley Sound should let Andreas or John Dixon know.
- Doug MacLeod introduced the presentation this evening by John Dixon who was "back by popular demand" having presented several years ago on collision regulations. John presented a summary of the regulations as they apply to GYC sailboats and among other things informed us the hierarchy of right-of-way as being: Overtaken > Not Under Command > Restricted Ability > Fishing > Sail > Power. John suggested the mnemonic *Old Navigators Rarely Finish Second Place* is a good way to remember this.
- Glen drew the **third and final door prize** of the evening. Ron and Eleanor Vandergaag were drawn but not present, the second selection was new member Gjoa Andrichuk who won a \$50 gift card to Indigo Books.
- Glen Mitchell reported the used boat market is active, he is looking for a boat around 36 feet and is finding many boats have multiple offers. He would be glad to hear from anyone looking to sell.

Motion to Adjourn by Robert Sinkus. Carried.

Meeting adjourned 20:44 hrs.

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



GULF SAILOR



Minutes

of the Virtual General Meeting,
March 8, 2021

The meeting was called to order at
19:34 hrs by Commodore Chris
Stangroom.

COMMODORE COMMENTS AND WELCOME

- Commodore Stangroom announced that we have new members Gjoa Andrichuk with partner Graham, and Lea Moss.
- Laura MacLeod told us that Tom Shenton had heart surgery in early January and just as he was starting to feel better was in a car accident on the 2nd Narrows bridge. He broke a few ribs but is improving again. Don takes him for coffee a couple of times a week now.
- Glen drew the **1st door prize** of the evening. *Malaiika* was drawn but were not present. *Reality* was drawn next and Robert won a \$50 Indigo gift card.
- Geoff Stevenson noted that he had not received his gift card from the last meeting. He and Doug will resolve this.

Motion and Second for The Minutes of the previous meeting moved by Robert Sinkus and seconded by Andreas Trockenbrodt. Carried.

Business arising from the Minutes of the previous meeting • None

REPORTS OF OFFICERS:

Executive Officer –

- Pat reported 42 members present. She will mail Gjoa and Lea their burgees and prepare name tags and boat plaques for them.
- Pat also reminded members to check the condition of their burgee. She has new burgees available for \$26 and everyone should have a burgee in good condition before sailpast!

Treasurer –

- Glen reported \$4124 in the savings account and \$16,311 in the chequing account.

Secretary –

- Ken requested that members check their information in the copy of the roster recently emailed and let him know of any corrections before the roster is printed.

Hon. Signals Officer –

- Andreas presented the WhatsApp “Hailing Directions” which will be emailed to all members for their reference.
- Andreas also reported on recent Council of BC Yacht Clubs and Marine Parks Forever Society meetings.
- MPFS will contribute \$200K to the potential purchase of Saturnina Island but the acquisition is uncertain as there is high demand for property in the area. MPFS have installed 186 stern ties and hope to do more when BC Parks and First Nations approvals are obtained. Bright yellow markers are to be installed to improve visibility of existing ties.

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 Trockenbrodt
Executive Officer	Pat Costa
Past Commodore	Darlyne Farrell

Absent: None

Other Officers:

Gulf Sailor Editor	Suzanne Walker
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- The Federal government has approved \$1.7M to remove derelict and abandoned boats in BC, Newfoundland, and Labrador.
- Canadian Hydrographic Society has stopped the printed versions of the tide and current tables, electronic versions are still available to download.

Fleet Captain –

- Robert reported that Shakedown is cancelled. The Executive is meeting March 22 to decide regarding the Easter cruise to Ladysmith. Ladysmith Maritime Society Marina has said we should notify them of any cancellations by March 31. Robert also noted the dock fees at LMS are \$1.65/ft per night.
- We have the BBQ space at Newcastle booked for the Labour Day weekend. Glen has offered to obtain the salmon.
- Covid friendly activities are needed for the cruises we are allowed to hold. Please send along any ideas.
- Robert still has people's books obtained in the group purchase of Ports & Passes and Waggoners. If you ordered books from him there will be some instructions in the newsletter for getting your copy from him.

Staff Captain –

- Doug showed the schedule for presentations at the spring meetings:
March 8: John Dixon – Collision Regs Abridged
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
- If you have any suggestions for speakers, topics, or wish to give a presentation please get in touch. Presentations don't have to be about boating, members have talked about preserving food, first aid, etc.

Vice Commodore –

- John reported that he has found a liability policy that appears to fit the needs of the club. Ragnar has offered to help review the policy and the Executive has agreed to proceed with the purchasing liability insurance presuming a satisfactory review. John noted

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