



Bruce Shuh's photo of Perspective earlier this year in his 'Recommended Anchorage.'

Stuck in "Stay Home" Mode Frustrating

In case you missed it, Health Orders in effect since April 27th need to be followed: it has been reported that the RCMP are visiting marinas along the coast and checking vessels moored at docks, and even at anchor, for anyone who may be visiting from outside their primary health region. At the discretion of the police, people not obeying the travel restrictions may be subject to a \$575 fine. Disobeying the orders can come at a high cost!

Our Commodore looks back at her earlier days with the GYC and shares a lesson she learned from two, more experienced, members that she recorded in her log book – this, from 1997, is still of great value today.

As we missed out on reports from a couple of our first events this year, **John Dixon** has found two most entertaining accounts of GYC cruises in the archives from a few years ago (well, 40+), although it just feels like yesterday to me! **Bruce and Adele Shuh** recommend a favourite anchorage of theirs on their side of the Gulf – and the remnants of its history that I discovered, many still visible today, should get you lacing up your hiking boots to explore the extensive trail system of the park (hint: if it's autumn, take a bag with you).

Robert, with his Fleet Captain hat on, has all the latest news concerning cruises cancelled and cruises still in the offing. In a separate article he also lets us share in the highs and lows of his portable fridge repair – not all bad, but not necessarily one we'd all be keen to try out ourselves (Ed.).



And finally, now post cataract surgery, I summarize what I've found out about what type of sunglasses to buy – it's not as simple as it once was, that's for sure.

Remember, should you find yourselves at the same destinations as other club members during these times, please follow the Covid guidelines in effect.

Suzanne Walker, Editor S/V White Wolf

Message from our Commodore



Chris Stangroom,

Commodore, S/V *Christie Cove*

Where will we go this summer? When will we be able to go? Let's get ready, the time will come.

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

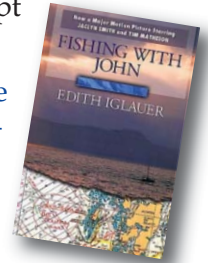
In the meantime, as I sit with little to do, I have been reading some of our old log books – not so much logs with lats and longitudes but I tend to write short stories of what happened during the day, the weather, how many prawns were in the traps etc. Sometimes I mention the quiet nights, how wet it was in the rain, how many fish we don't catch and so on.

I recently came across many pages of stuff I wrote about our trip up north with Nancy and Phill (in *Forever Young*) in 1997. We were in the *Truant 37*, *Christie B* then and we had never gone past Desolation Sound. And, what a trip it was, as Phill and I had just finished reading "Fishing with John" by Edith Iglaur and we followed the route the "MoreKelp" fished with John and Edith on board. It's an old book now but well worth a read! Here is an excerpt from July 19th, 1997:



Chris Stangroom
S/V Christie Cove

"We left our anchorage and motored up Nalau Pass. The jenny up, we sailed across Fitzhugh Sound – quiet and warm. We are following *Forever Young* on this trip – it is a real pleasure to be with them. Both Nancy and Phill see things in a light that we never would and they take such pleasure in the small triumphs – like a beautiful sail across the Sound – where we might not have put up the sail because it would be too slow. We can learn from this."



Nancy #98 and Phill Little #81: First sea trials of new dinghy in Silva Bay on Easter Day. And after that a wonderful sail across the gulf on *Forever Young*.



Chris #564 and Ragnar #348: Trying out their new dinghy – it feels like it's going fast even when tied up at the dock! And Ragnar is a happy fella.

Phill and Nancy continue to lead by example and inspire their friends in the GYC. In this case it's new dinghy's for *Forever Young* and *Christie Cove*.

Ragnar and I are so thankful for the GYC and the friendships we made. We did learn from Nancy and Phill, and continue to do so today. I tell you this to encourage you buddy boat, go where you have never been, and if you have an opportunity to sail away with other members of the GYC, take it. Everyone has something to offer that you can learn from.

I have a husband who is anxious to get out on the water! It has been difficult to get through to him that we really can't cross to the Gulf Islands, or go to Lasqueti to set the prawn traps before the season starts. I'm sure many of you are feeling tied to the dock and itching to get going also. We will abide by the health rules, no worries. Hope to see you on the water SOON!

GULF SAILOR

Staff Captain's Report

We are all yearning to meet face to face when the COVID restrictions pass, but the Zoom general meetings have been remarkably well attended and successful.

On April 12 we were treated to a charming presentation, by Miles Walker, Happy Times on the GYC Love Boats. An email with a link to the video was sent out to members. Download and save a copy so you can enjoy viewing it again, anytime in the future.

And there are more presentations to look forward to:

- May 10 Blue Water Cruising Association: Preparing for Offshore, Ken Buckley and Anne Trudel
We joined BCA in 2016 and our plan, assuming borders open up in time, is to leave in early September of this year. We will share with you how BCA has facilitated preparing us to leave and realize our offshore cruising dreams aboard Naida, our Passport 40.
- 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. We're interested in a range of topics from DIY tips to exciting sailing stories.

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



Doug MacLeod,
Staff Captain,
S/V Willpower

Canadian Hydrographic Service Evolving

At a meeting of the Council of BC Yacht Clubs the transformation of the Canadian Hydrographic Service (CHS) was outlined. What does the CHS actually do for us?

The Canadian Hydrographic Service was created in 1904, taking over from the British and becoming solely responsible for the surveying and charting of all navigable Canadian waters, including inland waterways. It is a division of the Science Branch of the Department of Fisheries and Oceans Canada (DFO) which is the federal institution responsible for safeguarding our waters and managing Canada's fisheries and oceans resources. In its role, CHS is the main source for information on nautical charts, tide and current tables, Sailing Directions, the Canadian Aids to Navigation System, Radio Aids to Marine Navigation, the List of Lights and Buoys and Fog Signals.

Canada has become a recognized world leader in hydrography having 300 employees across Canada and publishing and maintaining nearly a thousand nautical charts and hundreds of publications (having the longest coastline of any country in the world, with more than a third of our territory under water!). CHS is involved in a range of activities that continue to deepen our knowledge of Canadian waters: national defence, fishing and industry, international shipping, recreation and tourism.



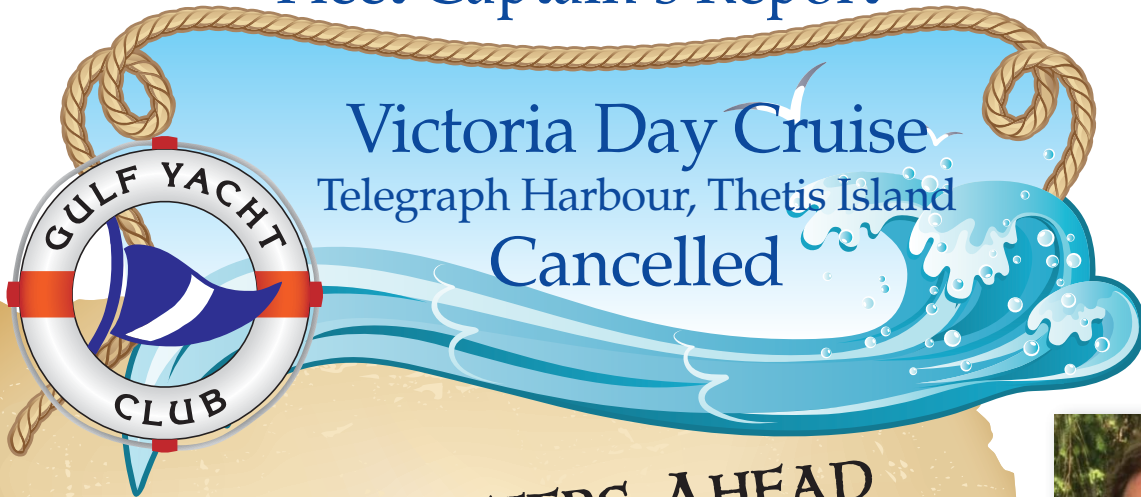
Andreas Truckenbrodt,
Hon. Signals Officer,
S/V Beautiful Day

Areas of CHS business:

- Sovereignty: CHS plays a vital role in determining Canada's maritime boundaries and sovereignty
- Coastal natural hazards
- Monitoring tides and water levels: this is essential information for detecting and predicting climate change and variability, and natural hazards
- Maritime transportation: producing nautical charts and navigational products to help ensure the safe navigation of Canada's waterways
- Ocean and freshwater mapping: using the latest technology to collect high-resolution data on the depth, shape and structure of Canada's oceans, lakes and rivers

GULF SAILOR

Fleet Captain's Report

UNCERTAIN WATERS AHEAD
AHOY!

WIT CAREFUL PLANNIN', YER EXEC ARE CHARTIN' SAFE PASSAGE
THROUGH THESE COVID INFESTED WATERS TIMES.

WIT' THE LOCKDOWN IN EFFECT 'TIL MAY 25, THE EXEC BE
PLANNIN' T' RECONVENE ON THE 26TH T' REVIEW THE SITUATION
AT THAT POINT 'N DECIDE ON OUR NEXT COURSE O' ACTION.

FER NOW, ALL CLUB CRUISES ARE BELAYED, WIT' THE HOPE THAT
WE SHALL BE PERMITTED T' EMBARK AS A FLOTILLA/RENDEZVOUS
AS SOON AS THE WEEKENDS O'.

FRIDAY, JUNE 11 TO SUNDAY, JUNE 13, AND
THURSDAY, JULY 1 THROUGH SUNDAY, JULY 4

IN THE MEANTIME, GETTIN' OUT FER AN AFTERNOON OR EVENIN'
SAIL MAY BE JUS' WHA' THE SHIP'S DOCTOR ORDERED T' BOOST
OUR SPIRITS 'N IMMUNITY. PLEASE REMEMBER T' LET US KNOW
THROUGH WHATSAPP IF YE BE GETTIN' OUT ON THE WATER OR
'AVE OTHER GOOD NEWS/EXPERIENCES T' SHARE.

THE BARKLEY CRUISE GROUP BE ALSO WAITIN' FER THE CURRENT
LOCKDOWN T' END, 'N 'AVE BELAYED PLANNIN' FER NOW. IF YE
WISH T' GET ON THE "GYC FLOTILLA" WHATSAPP GROUP FER
BARKLEY OR LATER FER THE WEEKLONG EXTREME SCREAM, PLEASE
LET MESELF, ANDREAS OR JOHN DIXON KNOW.

PS I 'AVE IT ON GOOD AUTHORITY THAT OFFICERS
BE PREVENTIN' FOLK FROM BOARDIN' THE BOWEN ISLAND FERRY
IF THEY LACKED SUFFICIENT REASON T' GO.



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: CANCELLED	S/S
May	10	Pub Night: CANCELLED	* May 10
May	21-22-23-24	VICTORIA DAY CRUISE: CANCELLED 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	

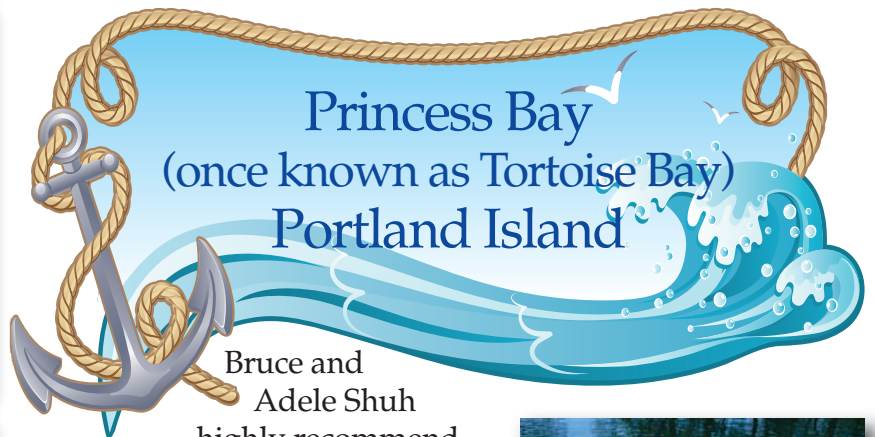
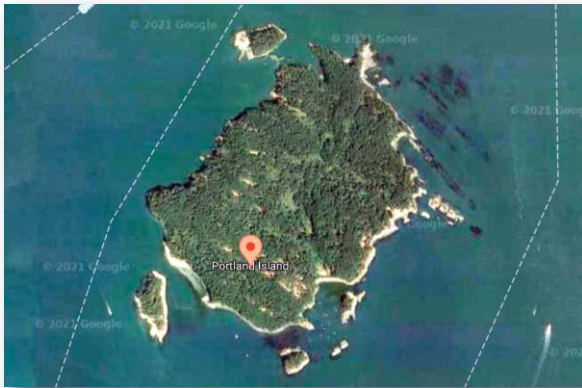
Information may change as the year progresses and conditions change.

*Pub Night once that is allowed.



GULF SAILOR

GYC Recommended Anchorages



Bruce and Adele Shuh highly recommend Portland Island for its extensive walking trails and lovely beaches.

We like to anchor in Princess Bay, in the more shallow part of the bay tucked in far enough to be protected from ferry wash. There's plenty of room for lots of boats and a good mud bottom holding ground. A dinghy dock is close by, the swimming is good and there are many kilometres of trails to get you off your boat.



On the north side of the island is smaller Royal Cove which often necessitates stern tying. This area also has a dinghy dock for going ashore. North winds can be a problem and ferry wash can be unpleasant but it's hard to know as conditions change.

Hiking Trails Galore

If you only have a few hours, take the trail from Princess Bay over to the Shell Beach campsite – about a half hour walk, 1.4 km. – great for exploring the rock pools and beachcombing. There are picnic tables under the trees, a toilet, and a canopy of cherry trees. From here, you can carry on westward along the island perimeter walk, or go as far as Kanaka Bluff, and then take the path back to the cross island trail to complete a circular route back to Princess Bay.

The cross-island trail from Princess Bay through to Royal Cove and on to Arbutus Point is also a must. It's 2.3 level kilometres, partially on boardwalk. You'll pass the sign to Kanaka Bluffs en route, you can take the short path on the left to read about Major General Sutton and his horses, and you'll discover more fruit trees in the meadow, fighting with the roses for the sunshine. Be sure to check out Royal Cove before heading to Arbutus Point. The Point is beloved of kayakers, and for good reason. It's one of the most beautiful beaches and campsites imaginable.

Alternatively, there's a trail to Arbutus Point that goes along the shoreline from Princess Bay, past the Pellow Islets, undulating along the shore and revealing several lovely beaches en route, the places where I love to swim. It's a hillier trail but we rarely meet anyone on it. The distance is about the same.

It's also possible to hike around the entire island if you have the stamina and the time. Princess Margaret Perimeter hike is a shoreline loop in the trail system that takes you around the entire island and lets you experience spectacular views – it is deemed a three hour Moderate hike of 6.5 km (although some places call it closer to 10 km and could take longer). Parks Canada has recently added plenty of new signs. Remember your water. Before you go, check out the trail system online:

<https://www.alltrails.com/explore/recording/portland-island-bc-2>

See Interesting History cont. p.8



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Interesting History

First Nations peoples inhabited Vancouver Island for thousands of years before British traders appeared in the area and flexed their musket carrying muscles. As described in <https://saltspringexchange.com/2017/06/20/an-introduction-to-first-nations-history-in-the-gulf-islands/> "The preservation of large quantities of food during the bountiful months of summer, supplemented by localized resources, allowed the occupation of year-round village sites and the development, over at least 5,000 years, of complex social and environmental inter-relationships."

First Nations Place Names

Some things are ready at a certain time of year and that's when you go and get them. It was like that on Salt Spring Island. People would go when that food was ready. They went in the springtime and the summer, even winter. That's where they got their groceries."

The elders say that Hwulmuhw place-names describe "either what grows there, or how the land was shaped, or what had happened to the land form." To give but a few examples Xwaaqw'um (merganser duck place) is the ancient name for Burgoyne Bay on Salt Spring Island and described the valued food resource found there at a certain time of the year; Prevost Island is called Xwes' hwum (place having hair seals), named for the seals sought for meat, oil and skins; Stsatx (halibut) was the name given Long Harbour on Salt Spring Island to indicate the fish found there; and, at the north end of the same island, P'q'unup (white ground) described the white shell beaches created by millions of discarded, bleached shells produced by the harvesting and processing of clams.

Most of the touristy/sailing articles and books mentioning Portland Island mention the several middens in the park indicate sustained native use of the land going back over 3,000 years. Middens, refuse heaps of castaway shells left by centuries of harvesting, are classified as archaeological sites and are protected under BC law. They may not be disturbed.

Owyhee to Kanaka

Owyhee workers (original English spelling of Hawaii based on a 1778 report by Captain Cook) were hired for their maritime expertise, and wound up in Astoria, Oregon. Many later moved northwards when a trading company from Montreal took over. Owyhees were routinely hired for the fur trade and much prized as workers. 'Chinook Jargon', developed as a pidgin language of trade for the Pacific Northwest, and spread quickly all the way to Alaska. English gradually replaced it and Owyhees became known by the Hawaiian word for 'human being': **Kanaka**.

By the time Port Victoria was well established, the Hudson Bay Company had claimed 'ownership' of Portland Island, but in 1859 they gave it to a group of Hawaiians known as the Kanakas, who had acted as interpreters between coastal natives and English speaking fur traders. The remnants of the orchards the Kanakas planted and tended for many decades can still be found around the island.

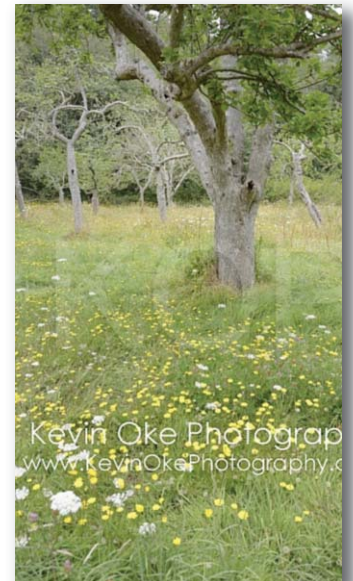
Another interesting owner was Frank "One Arm" Sutton, a retired British army officer who lost his arm in the Gallipoli campaign of the First World War. Sutton supposedly bought the island in 1927 with funds he amassed while gambling on racehorses in China and his dream was to raise and train thoroughbred racehorses on the island. His ambitious plan also included building a luxurious resort complete with hotel, summer cottages and even a golf course. Unfortunately, the stock market crash of 1929 wiped out his fortune and now the only trace left of his dream is where the Parks Canada sign stands in the overgrown fields where the barn used to be.

Portland Island was named in 1859 by Captain G.H. Richards of the *H.M.S Plumper* after the *H.M.S Portland*, the flagship of Rear-Admiral Moresby, commander-in-

chief of the Pacific Station from 1850 to 1853. It was presented to Princess Margaret in 1958 to commemorate her visit to British Columbia but in 1967 she returned it to the province for it to be turned into a marine park.

Now Portland Island is part of the Gulf Islands National Park Reserve, one of Canada's newest national parks that protects a portion of British Columbia's southern Gulf Islands. The park protects lands scattered over 15 larger islands, numerous islets and reefs and approximately 26 square kilometres of marine areas.

More info on Kanaka history can be found at <http://saltspringarchives.com/kanaka/barb/timeline.html>
Good reference: <http://cthiessen.com/destination-portland-island-a-park-for-all-seasons/>



The Palau orchard at Princess Bay on Portland Island has 31 trees and seven heritage apple varieties, including the Newton Wonder, Lemon Pippin, Red Delicious, Northwest Greening, Winter Banana, Rome Beauty and what is likely the Yellow Bellflower. Photo by Kevin Oke Photography.

GULF SAILOR

A Less Than Ideal Way to Fix a Portable Fridge

Upon returning home from the Broughtons last summer, I discovered that my portable thermostatically-controlled fridge/freezer had morphed from fridge to full-on Blast Freezer. No wonder my solar panels didn't seem to help as much as they usually do.

It was clear that the Thermistor had failed, and if I turned it on to even the warmest set point, it ran non-stop, getting as cold as it was able (close to minus 20°C).

To try and solve this, I turned to the wisdom of Mr. Google and up came many videos on how to repair and replace the thermistor. This looked like an arduous job and everyone seemed to damage the casing and, in some cases, even their tools (and they looked younger and stronger than me). So I wasn't really a fan of these ideas, especially in my apartment with limited tools.

I called around to refrigeration mechanics, none of whom would work on it for a reasonable price: the best estimate was over half the price of a new fridge, and it was now 11 years old. The recommended repair shop would only work on built-in upright models where they can easily swap out any faulty modules without having to remove the casing from the foam – they had learned it wasn't an easy fix.

Fortunately, I found a video for a 12 V Controller that you wire directly up to the compressor terminals with a jumper to the compressor fan. I ordered one for under \$20, but when I got it, I realized that not only would I not be able to use it with AC power, but I'd also to tape and re-tape the sensor every time I removed the cage to clean and/or defrost. And it would have to be taped in place to protect it, so I decided to think about things.

While waiting and thinking, there was a great deal for an almost identical cooler: \$250 USD, and it would be all new with a full warranty and two modes to choose from: Max cooling and a less aggressive, but more efficient, mode. Purchasing this made sense, and it wasn't worth fixing my fridge.

When the new fridge arrived, I just couldn't bring myself to throw out the old one – the fridge part was still working after all, and I felt it'd be a bit eco-terrorist to just toss it away. (Am I a hoarder? or an eco-saviour for keeping all these boating bits? Doesn't everybody hang onto items like screws or line that we don't really need 'right now', so it's handy 'just in case'?) So I thought – "Hey, I'll order a replacement thermistor" and several weeks later one that looked fully sealed in plastic arrived.

One of the videos illustrated how to insert the thermistor directly into the foam in a hole made by a tube instead of cutting out the foam to get at the old thermistor and replace it with the new. Eventually I decided that I'd probe the insulation to find the edge of the bottom of the cooler with a thick wire, and then make a hole with bronze tubing I'd bought at a hobby shop. Unfortunately, my cooler had a big piece of plastic as a barrier between the foam and the compressor which struck me as a good idea, but pretty much ended my strategy of poking

holes in the exposed foam.

I figured, "This is my back-up fridge and I don't care what it looks like," and so began the arduous process of trying to remove the lower casing from the insulating foam. I connected the new thermistor and put the sensor inside the fridge and turned it on. While waiting, I reviewed more videos hoping to discover a "trick" that would allow me to remove the bottom of my fridge. When the set point temperature was reached, the fridge turned off. While I was tempted to use this setup as my final solution, it looked like the lid was really pressing down hard on the wires, so I'd have to remove some material there which would let cold air escape and the fridge use more precious power. Plus there was the issue of the cage and I went back to prying and hammering some more. And here's where I felt really silly! Imagine my surprise when it simply pulled straight out with no effort at all! It was already in a tube and I had beaten up and butchered my case for nothing. All I had to do was ream out the inner end of the hole, and remove a bunch of sealant that had been left behind.

In no time at all, I had it all hooked up and put back together and ran some tests. It ran great, but the new thermistor seemed to have a bit of a lag, so that after it turned off the compressor, the temperature continued to drop by about a degree.

I felt a little sheepish, but was glad to have it finally resolved. So now I have two portable fridge-freezers, and the one that now looks a little beat up might just be perfect for prawn and crab bait.

I look forward to seeing how the new one works and how my solar panels hold up this summer. I'm hoping to again get close to four days running both the built in and the portable freezer. Those who know me know I always have too much produce that won't fit in my fridge on longer trips, so now I might just use the old cooler as a bit of a fridge/cooler for that extra produce, or for prawn and crab bait.

Either way, I've now got one more thing cluttering up my already over packed apartment, but the satisfaction of knowing that I have saved the world a tiny bit. My building management co. have advised me that as they will be renewing the building envelope I will soon have to relocate my barbecue and outdoor furniture for the next 12 months, at least, until the work is done. Looks like I'll be doing a lot of barbecuing on the dock after work this season, and the extra cooler will definitely come in handy for storing frozen barbecue meats on the boat.



Robert Sinkus,
Fleet Captain,
S/V Reality



GULF SAILOR

From The Archives

Thanks again to John Dixon for combing through the archives for the following couple of reports. Since we've missed our own Shakedown and Easter Cruises I hope you'll enjoy these accounts from a few years ago – well, forty plus years to be more precise.

The Shakedown report has a surprising narrator presenting the events of the weekend from an unusual perspective, and letting slip a few family secrets in the process.

1982 EASTER CRUISE AT PIRATE'S COVE

As published in the April 1982 Gulf Sailor

Friday, April 9 by Elfi Walter & Rolf Sandwell – "T'WEATHER"

It is 5 AM on Friday the 9th. We are so excited we cannot sleep any more although we usually like to sleep in on our days off. But the sun is coming up; a quick breakfast and we are off to load up the boat and then to sail over to Pirate's Cove for the annual get together.

By about 9:30 AM we pass under the Lions Gate Bridge – no wind so might as well motor out to the bell buoy. When we get there, we find "SARINA" sailing back and forth under mainsail only. She is waiting for some other boats to catch up with her. Finally the wind comes up from the south-west, we hoist sails. The sun is shining beautifully, but we still need heavy sweaters and jackets since the wind is still very cold. Everywhere we look we see other sailboats, there must be hundreds of them. A race seems to be in progress; we see sails strung out all along the shore of Bowen Island in the distance.

The boat's speed at first is between 4 and 5 knots but it increases to 6 knots, ideal sailing for sure. The sea is almost flat and the wind out of the right direction. We are sailing mainly hard on the wind and sometimes on a close reach. Approximately half way across "ABRAXAS II" gradually catches up with us. We try and radio, but they seem to be busy putting up a larger jib. We pass Thrasher Rock to starboard. It is still too early to go through Gabriola Passage, so we motor into Silva Bay to see if we can find any other Club boats. We find two at anchor and there seem to be two or three moored at the marina. We also find a rather odd looking three-master which had passed us out in the gulf.

The tide at the passage turns about 5 PM, so we decide to buck the tide a little early and make it through the pass at about 4 PM. "LIVELY LADY" motors through along with us and both boats turn into Degnen Bay. We were to meet "ABRAXAS" and "ELBIE I" there. We find no one we know in Degnen so decide to motor over to Pirate's Cove.

When we get there we can only find four other club boats:

"SOLID GOLD", "PRAISE", "TAKE TIME" and "PRIORITY ONE". We tie up to the commodore's boat intending to have a quiet evening; it has been a good day of sailing.

Saturday, April 8 by Wendy Crowe – "SAMARA"

Who said GYC'ers don't race? Well, we all know they do. Sun and blue skies prevailed over the race course. The chocolate and brown egg marks were placed strategically upon the uncovered reef and hidden in hollows a gopher could not find. At 13:00 hrs the warning gun was sounded by the splash, a splash of oars and dinghies banging against the cliffs of Pirate's Cove. The participants with a 1–10 year old handicap got a head start and searched for the weather marks hidden on the reef.

After the chocolate marks were found, the old salts (25 crews) lined up waiting for the starting signal. On the word "go" from the race committee the GYC'ers began a traditional Easter race into the woods. Competition was fierce as candy and beer were abundant. Upon locating their marks the race committee was found to open the trophies. Prize presentation took place on the grassy banks of Pirates' Cove. One of the nice things about a GYC race is everyone wins and receives a trophy.

Sunday, April 11 by Therese Grzesiok – "JUNE EIGHT"

On Sunday morning, after two glorious days, the rain pattered on our deck. Since nothing stops a sailor, we lifted anchor at 11 o'clock. Leaving Degnen Bay, I counted approximately ten club boats, still waiting for better weather.

We powered through Gabriola Passage, and "hurray", the rain stopped. Abeam of Acorn Island we hoisted sails. The main and genie were just right for the nice breeze (10 knots) blowing right from the north-west. Since we were lucky and did not have to go home on Sunday, we took course to

GULF SAILOR

Plumper's Cove. Three quarters of the way across the gulf, the wind died down, and we fired up the engine.

A half hour later, the wind picked up again, blowing 20 knots from the north, bringing with it heavy rains. Well it meant tacking the rest of the way to Plumper's Cove, or keep on powering. We chose the later, since the Easter Duck in the oven was almost ready!

We arrived in Plumper's Cove at about 1600 hrs, finding two club boats, "ABRAXAS II" and "PRIMAVERA", and one guest boat, "RHAPSODIE I" already there.

After "Happy Hour" on the dock, we preferred to anchor out, as the radio had predicted strong southerly to south-easterly winds for the night.

Continued by: Gil Newall – "PRIMAVERA"

Punching into that icy wind-driven rain as we entered the gap on Sunday, a red snag-flag ahead saved the day. Without it we would have failed to look around the dodger in time to

see the second, unmarked deadhead that was, dead ahead. We had kind thoughts for the boater who planted it as we sat on the hook in Plumper that night.

Well rested Monday morning, after the most placid night in our experience there, the weather forecast for SE gail in the afternoon indicated an early pull-out. By 0900 most of us were under way, some to the north of Bowen and some south. Rounding the top of Keats it was another world as the wind moved quickly to NE 30-35 with gusts to 40. Those who had taken the southern route had the added discomfort of mean confused seas and many turned into Collingwood Channel. Then, in the lee of Hutt and then Bowen, all was calm. After one more blast of 30 knots off Whitecliff, we turned into the relative calm of Fisherman's Cove. And what a pleasant surprise. There, like all good Fleet Captains, was Walter Frey waiting to take our lines. Secure and happy to be there at 1130 the radio crackled "gail warning ended". We relaxed, tidied up and savoured the recollection of another great GYC weekend.

1980 ANNUAL SHAKEDOWN CRUISE TO CAMP ARTABAN

By Noel Archer as published in the March, 1980 Gulf Sailor

I could tell by the early morning activity that my master and mistress were planning something for the weekend. When we reached the marina, I could not have been more surprised. The last time we tried to leave for a weekend cruise my master ran into a log in False Creek and put a hole in the boat. Last summer he hit a rock. Now he is going to tempt fates and try for three in a row.

My master and mistress loaded the boat as I patrolled the dock. We cast off and proceeded slowly through False Creek keeping a respectable distance from the log booms and their submerged logs. After that, we gassed up and motored into English Bay.

My master barked orders which sent my mistress scurrying forward to hoist the sails. We beat toward Point Atkinson as the wind gradually died and the sea became choppy. I sure hated trying to keep my balance when it gets in the way! My mistress asked the captain whether he remembered the new rules of the road for sail. He admitted less than 100% certainty but was quite sure of the rules for powering. Geez, why do I have to get stuck with a master that doesn't know his right paw from his left, let alone port and starboard?

We started motoring before we got to the lighthouse and had a pleasant voyage to Camp Artaban. The wind picked up every now and again allowing us to motor-sail. I went to sleep.

We neared Camp Artaban and there was the usual

anchoring vs tie-up flap. My master likes to anchor for some reason while my mistress likes the security of tying up. This time we compromised. After dropping the hook, we swung stern to and tied up Mediterranean style to the floats. I thought I'd burst waiting for all the lines to be secured. When I finally got onto the dock, I made a bee-line to the nearest tree. I used to like dinghy sailing better. With no head we all went ashore regularly.

When I got back to the floats, I heard Jim Ballantyne bellowing about all the dogs around. Was he ever right! I immediately dashed over to meet a sexy looking blonde cocker spaniel. What a face! What legs! My master came and dragged me away claiming she was leading me on!

Doug Barnett came by to collect the toll. Later he told my mistress that there were 32 club boats, 2 guest boats, 97 people, 4 dogs and 5 cats.

My master and mistress went up to the camp mess hall for dinner and left me. When they got back, all they did was rave about the food! The best of any shakedown cruise they said. Bob Walsh and Barry Devonald provided the guitar music and just about everyone joined in the singing.

The next day, we left Artaban and motored home. The wind picked up past Point Atkinson but my master lost an argument and we continued to motor in. It had been a lovely weekend with good food, good company and good weather (after it cleared up on Sunday morning).

GULF SAILOR

Buying New Sunglasses? Consider this...

Speaking of eyes, following my cataract surgery I have had to take a look (haha) at getting a new pair of sunglasses – but what kind is best? Everybody has a favourite brand but what qualities are essential for getting the best protection on the water?

"Beware of what you cannot see" – the headline of a recent article in *Canadian Yachting Magazine* is more than a cautionary message, it is at the core of the reason why getting the right sunglasses, and wearing them, is so important to your eye health. You don't want to have cataract surgery if you can possibly avoid it. Unfortunately, your typical street sunglasses might not be the best for sailing.

Polarization and UV Protection

Have you ever had eye sunburn? Well I have and it's not something to risk: itchy, gritty eyes followed by massive watering and excessive squinting – not to mention the headache. Even going out on a hazy grey day can be uncomfortable without glasses if it gets really glary. Unfiltered glare resulting from sunlight reflected off the water and parts of the boat, like the sails and decks, can impair your vision too, ensuring more squinting, 'tired' eyes, visual discomfort and more headaches. And the damage caused by harmful UV rays can last for your lifetime.

Everyone knows that polarized lenses that are also coated to block 99-100 percent of UVB and UVA rays help to prevent all that. Quality polarization eliminates uncomfortable glare (and allows you to see into the water!) Did you realize that sunglasses that do not block those rays are potentially more dangerous than no glasses at all? They let the pupils stay open, allowing dangerous rays to penetrate the eye's tissues.

So, aesthetics aside, what are some other important things to consider when shelling out for a good pair of glasses?



Suzanne Walker,
Editor, S/V White Wolf

Lens Shape

Many people, especially those who need prescription glasses, have less choice when it comes to lens shape. When you're looking for sunglasses, however, it is strongly recommended to try and avoid flat lenses because they generally do not do such a good job of blocking harmful UV rays that are reflected from the water. Curved lenses are better at preventing sunlight from reaching your eyes in many conditions but at the cost of some sharpness.

Lens Material

Acrylic lenses are the cheapest, but they also offer the most distortion and the least durability. Glass lenses are very scratch-resistant and have superior optics, but they are also relatively heavy and can shatter after an impact.

In between the two, there are lenses in a variety of proprietary plastics, including polycarbonates and polyurethanes. Polycarbonates are lightweight, inexpensive, durable and shatter-proof. High-end polyurethane is the most expensive option being flexible and lightweight and providing superior impact-resistance and excellent optical clarity.

Ideally your glasses should have scratch-resistant and water repellent – hydrophobic – coatings that will help to keep your lenses clean and in good shape.

Lens Colour

Much more than just a fashion statement, different tints offer various alternatives with regards to your visual field. Remember when sunglasses were all dark green and Ray Ban Aviators were all the rage? They are still popular but there are more alternatives in the market than ever before. Although different colours perform better in different light conditions, the experts insist that ultimately there is no right or wrong decision when it comes to coloured lenses.

Grey lenses have gained popularity with boaters because they are useful in a wider range of conditions. In particular, the lighter tint enables better performance in overcast conditions, reducing eye fatigue and avoiding any colour distortion when clouds are chasing sunshine across the bay. The slight reddish tint of amber, sometimes described as bronze, copper or brown, however, is said to improve contrast and depth perception and so will help you spot variations in the water that you'd miss with green or grey lenses.

So what kind of lenses do you need? In case you aren't familiar with all the options, and I wasn't, here's a sampling of colour characteristics as described by different manufacturers. Lens tint is a personal choice based on light conditions and the type of information the user wants.



GULF SAILOR

- Grey: Neutral, good all-purpose with no colour distortion, high level of visibility and sharpness on sunny days. Grey is the most popular and universal as it gives a darker version of what you would see without sunglasses. It's great for intense sun days and makes greens and reds stand out.
- Amber/Copper/Bronze: Ideal for variable light and dark or grey water because the contrast created by the lens heightens visibility. Good for general purpose, high contrast light situations. Easy on the eyes, distinguishing breeze and wave height is enhanced on grey or dark water with little to no colour distortion and so enable you to spot variations in the water that you'd miss with green or grey lenses. Slight differences in tonal colours, such as the water's surface, which is otherwise one colour, can be more easily discerned.
- Yellow: Used to enhance contrast and block blue light, so perfect for picking out details in low-light, overcast conditions as it enhances contrast, for example, allowing sailors to see puffs on the water's surface. Yellow lenses excel in a mid-range level of darkness because of the higher light transmission rate. Best colour for snow. Cuts through fog or haze, but has the worst distortion of colours.
- Blue: (Mirrored lens with grey base tint) Good for blue-dominant conditions, such as the Caribbean. Blue mirror lens coatings reduce glare because they are blue which reflects the light away from the eye. These are the ones for you if you plan to spend time in the Caribbean where they have bright blue skies.
- Green: Offers enhanced visual acuity for specific light situations such as sight fishing, but are worn by many for everyday use. Provides the least amount of colour distortion while reducing glare.
- Purple/Rose: Heightens contrast in variable conditions, causes colour imbalances, enhances colour (especially with objects against a blue or green background). Delivers brightest field of vision and is applicable for sight fishing, inshore fishing, extreme sports and skiing.



Your lens colour choice might depend on what kind of sailor you think you are.

One interesting opinion in the literature, a result of polling sailors of all stripes, is that grey lenses tend to be a favourite of the more intuitive, seat-of-the-pants sailors, and contrast-enhancing coloured lenses tend to be favored by the more analytical. One thing everyone agrees about is if you don't want colour shift, choose sunglasses with a neutral, grey base. Add a blue mirror coating for reduced glare if you're in the tropics.

Caring for Your Sunglasses Properly

We've all been there: it's the middle of a rough crossing, you're covered in salt spray and can hardly see because your sunglasses are covered in spots. Oh! A kleenex in my pocket – just what I need! Don't do it!!!! and don't use your t-shirt either! The sunglasses gods will come down on you like a ton of bricks.

This is what you should do: use soap and water. Only. Before wiping with a soft cloth, preferably the soft glasses cloth that comes in your glasses case that you can't find.

You must not use paper products at all! Toilet paper, napkins, or paper towels are all highly abrasive – even if it's soft kleenex. And treated kleenex is even worse – abrasion and chemicals! So remember, when salt water dries on a lens, use soap and water before wiping to avoid scratching the lens surface and coatings.



In Summary

Who knows what the best type of sunglasses are? Probably, like a camera, the best ones are the ones you use. Those neat, cool looking ones that are uncomfortable and hurt after five minutes? Don't bother – they're not 'the ones' for your eyes. But I think what I've learned is that you have to try them on, even if there are great deals to be had on the internet. And, you get what you pay for – usually. If you're lucky. So, I think the only way to know, for sure, which type is for you, is to check them out – in person, before buying.

And one final consideration, rarely mentioned, is, of course, cost. And prices vary hugely depending on the brand so I didn't even go into that aspect of sunglasses buying. Whichever you choose, though, they will not be cheap so you'll have to look after them. Take your time making the decision and do lots of research. Good luck with that!

Reference includes various websites including, but not limited to, AWE 65 Adventure Sports, Sailing World, Life of Sailing, Nordic Sailor, UK Boats, West Marine and various sunglasses companies like Maui Jim, Oakley, Ray Ban, article in Canadian Yachting May 2020 by Katherine Stone, Eye Care, Beware of What You Cannot See.

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February Virtual General Meeting Minutes Cont. from p.14

present on Bluewater preparations, and in June Lorraine will present on Burgoyne Bay.

Secretary –

- Ken reported the roster is printed and will be mailed out this year. Please let me know if you wish a second copy of the roster for \$10 so it can be mailed at the same time.

Vice Commodore –

- John reported from Conover Cove tonight and extended a welcome to all the members joining from even more remote locations such as Saskatoon (Terry Verbeke) and Puerto Vallarta (Chris Walford).
- The Dinner Dance will be November 20 at RVYC and the DJ Two Scoops is booked for the evening. They come highly recommended by the RVYC and others.



- John has been working on liability insurance for the club for a long time and now has a proposal for members to consider. We appear to be the only such club that does not carry liability insurance. After much searching there is really only one broker in the area that deals with liability insurance, James MacDonald of Navis Insurance. They can provide a policy with \$1M coverage for \$1750/yr and \$2M for \$2250/yr, or approximately \$30 per member. These policies would protect the club and the executive, and cover any legal expenses if we needed to defend ourselves against a suit. This policy includes a liquor endorsement so the bar could be reopened when we are allowed to meet at the Maritime Museum again. John noted that he was unsure of the need for such coverage when he first started to investigate it but has come to feel we do need it and asked the members to consider supporting the club getting this insurance. A motion will be brought forward in the future so that if the clubs agrees to proceed, the insurance can be in place when we can resume activities.
- There were several questions raised, such as whether any alternative insurance would be possible, for example everyone has liability insurance with their boat insurance, could that apply? Would it be possible to opt-out of the club insurance? John noted the issue

is that the club needs to be defended and this insurance would cover that defence, even if the club were not liable. Is there any sort of group policy that covers multiple clubs? John replied that we had considered joining with the Centennial Yacht Club liability policy but in the end the executive felt this would not work. Ragnar commented that \$1M is not very much coverage and the cost of the second million is heavily discounted at \$500. Martin commented that he also felt insurance was unnecessary when it was first discussed but has come to feel the club should have it. Ken noted that we are not thinking that members may sue the club but if there is any insurance claim the paying insurance company may look to recoup some of their costs and may in turn sue the club.

- John asked anyone with suggestions or questions to get in touch with him so that answers can be provided at future meetings.

Past Commodore –

- Dar had no report other than to say she was jealous of Chris in 22°C in Mexico. Chris replied that he hoped to be in French Polynesia at this time but instead may be coming back to Vancouver.

Gulf Sailor Editor –

- No report.

Commodore –

- No report.

Business Arising from the Reports –

- None.

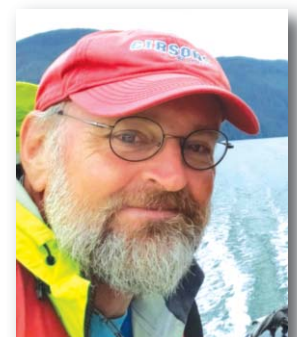
NEW BUSINESS –

- Robert reported that he has set up a GYC Flotilla group on WhatsApp for the Barkley Sound flotilla. Let Andreas, John, or himself know if you want to be included.
- Glen drew another door prize won by *Moondance*.
- Doug introduced Miles who then showed his slideshow of GYC event photos. There were many smiling faces and happy sailors indeed. The slideshow is available on the GYC google drive at <https://drive.google.com/file/d/11cSmMhLibRGX2OOePjW12FP070JZCGRu/view?usp=sharing>
- Glen drew the last door prize of the evening and had to draw several times to find a boat present at the meeting. Glen drew *Kewao*, *Kiwi Kruza*, *Lucy May*, *Zelda III*, *Showtime*, then finally *Karavia*.

Motion to Adjourn by Robert Sinkus. Carried.

Meeting adjourned 20:27 hrs.

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



GULF SAILOR



Minutes

of the Virtual General Meeting,
April 12, 2021

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

COMMODORE COMMENTS AND WELCOME

- Commodore Stangroom opened the meeting by acknowledging that it is officially spring. It was very disappointing to have to cancel the Easter cruise and then Sailpast due to Covid restrictions but it is best to be safe rather than sorry.
- Commodore Stangroom hopes everyone read the newsletter and the story about Tony and Mary Swain. Tony extended heartfelt thanks to see the story and wanted to pass along his thanks to everyone, Suzanne especially, for the memories. Suzanne in turn thanked Nancy Little for sending the story to her.
- Glen drew the first door prize of the evening first drawing Snapshot who were not present and then going on to draw *Christie Cove*.

Motion and Second for The Minutes of the previous 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 reported 39 members present.
- She has received a new shipment of burgees. Let her know if you need one and she can mail it out.



Treasurer –

- Glen reported \$4124 in the savings account and \$15,806 in the chequing account for a total of \$19,929.
- Glen will be moving the club bank account to Coast Capital Savings to achieve a significant reduction in bank fees.

Secretary –

- Ken requested that members check their information in the copy of the roster recently emailed and let him

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

know of any corrections before the roster is printed.

Hon. Signals Officer –

- No report.

Council of BC Yacht Clubs –

- No report. No report this month, the next meetings of the CBCYC and Marine Parks Forever Society are coming up.

Fleet Captain –

- Robert reported that Sailpast is now completely cancelled due to Covid restrictions.
- We will continue to plan future cruises and re-evaluate as the dates draw near, the restrictions are increasing but we continue to hope that we will be able to hold some cruises this year. The Victoria Day cruise to Telegraph Harbour on Thetis Island is still scheduled with the plan to anchor in Clam Bay Friday night hosted by Ron & Eleanor Vandergaag, as restrictions allow. Please reserve at Telegraph Harbour Marina by May 7. (Note that new information has since been distributed by Robert.)
- The Barkley Sound flotilla is planning to depart from Thetis after the May long weekend and will likely be gone for 3-4 weeks. Movement will be weather dependent. The presence of suitable moorage in Port Renfrew now makes the trip out Juan de Fuca easier.
- The Summer cruise on June 11 is planned for Bedwell Bay.
- Since having to cancel our Easter plans at Ladysmith Maritime Society they have asked if we can consider booking later this year. Any suggestions are welcome.
- The BBQ site is booked at Newcastle for Labour Day weekend.
- The fall cruise, aka the Extreme Scream, will end at Snug Cove Oct 1. Some dock space is currently reserved for us.

March Virtual General Meeting Minutes Cont. on p.13