



GULF SAILOR

CRUISING UNDER SAIL



Possible entry for the Photo Contest? Elusive Bowen Island elephant discovered by Glen Mitchell in 2021.

Encouraging trends mean eased restrictions save for the mandatory use of masks and vaccine cards in public indoor spaces. What this means for the GYC's upcoming cruise plans is confusing and creates uncertainty: should we meet in the Summerhouse? should we share food? What about our famous Boat Race? All these decisions are not confirmed as yet.

At the time of writing I see *Naida* has gone south and is anchored off a beautiful beach just south of Tenacatita. We'll have to wait til next time to hear how they are doing there but we have an entry from Nuevo Vallarta and one describing an earlier stop at Isla Isabela.

Roy Costa provides details of a frightening boat fire in Pender Harbour Resort and Marina. But that's not the only boat fire we heard about: Fisherman's Wharf in Ladysmith also had firefighters occupied 10 days later. If you missed February's meeting there is a list of all last year's award winners, including the Paddle. **Fleet Captain Robert** warns us of the dangers of older GPS units that may not display the correct date and time as well as reminding us to reserve our space for Shakedown on Bowen.



Speaking of Shakedown, a little over 20 years ago, Shakedown took place at Artaban in Port Graves. Read the entertaining record **John Dixon** found in the archives pay close attention to Tom Shenton's tips for building a speedy craft that could win the great 'Paper Boat Race cup'.

Staff Captain Doug announces the upcoming **first ever hybrid meeting** at the Maritime Museum and streamed live on Zoom, and be sure not to miss the **first in-person presentation by John Laing**. The **Photo Contest** will be virtual this year and you can revisit the winners from 2014 for inspiration. Last but not least, beware the iceberg floating in the Salish Sea that was spotted on the horizon.

Suzanne Walker, Editor S/V *White Wolf*



MARCH 14

Paddle Material



Ever wonder what could win you the Paddle?

All it takes is a small boo-boo that someone else sees!!!
A failed stern line did it this time!
See p.4 for another.

Staff Captain's report and all the Winners p.3

GULF SAILOR

Executive Officers 2022

Commodore:	Pat Costa <i>Sparkle Plenty</i>
Vice Com:	Cathie West <i>Serenity</i>
Fleet Captain:	Robert Sinkus <i>Reality</i>
Staff Captain:	Doug MacLeod <i>Willpower</i>
Exec. Officer:	Martin Pengelly <i>Kailani</i>
Hon. Secretary:	Cecilia Wong <i>Sassy</i>
Hon. Treasurer:	Glen Mitchell <i>Tango</i>
Hon. Signals Officer:	Andreas Truckenbrodt <i>Beautiful Day</i>
Past Com:	Christie Stangroom <i>Christie Cove</i>
Hon. Editor:	Suzanne Walker <i>White Wolf</i> dandg@portal.ca

Commodore's Message

Our February Zoom Meeting was an important evening, indeed – we carried out our 2021 Award Ceremony at last (see p.3 for details of the winners). Andreas once again rose to the occasion with a comprehensive slide show of the trophies and their purpose. Members Ken and Anne, *Naida*, and Laura and Don McLeod, *Boqueron*, joined in from Mexico! And we welcomed our newest member, Vivian Wu.

Family Day Weekend saw Robert, *Reality*, Barry, *Feliner*, and Glen on *Tango* ventured out on their respective sailboats. Cobwebs were shaken out of the rigging and then some. They had 'interesting' weather forecasts to keep them entertained along the way.

Our GYC Executive has been active and meeting via zoom. On March 14/22 we will resume our meetings at the Maritime Museum in Vancouver. Doug and Andreas will set up a simultaneous zoom event. We are hoping this will allow Islanders and Sunshine Coast members to attend the monthly presentations. As per current PHO's, masks are to be worn and proof of vaccination will be checked.

The photo contest will remain as an on-line event. Check your e-mail for Andreas's instructions. **The deadline for entries is March 14th.** Prizes will be awarded at April 11 General Meeting.

Planning for the Shakedown Cruise to Snug Cove, Bowen Island is underway. Remember to make your reservations at least two weeks before the event. We are in the process of determining which events we can maintain to initiate our 2022 cruising/sailing season.

Just when we thought spring was around the corner we are hitting record low temperatures! Hopefully this will pass quickly and we can head out on the water without freezing.



Pat Costa, Commodore,
S/V Sparkle Plenty

Need encouragement to enter the Photo Contest? Here are some pics from the past.

Winner of both 'Places' and 'People' Categories in 2014: Phill Little



Phill Little took this gorgeous shot of the sundowner dinghy raft-up at the Canada Day cruise to Smuggler Cove. Easy to see why it was a winner.

An explanation for new members.

After the barbeque on Canada Day, if the weather cooperates, everyone scrambles into kayaks and dinghies and heads out through the entrance to the cove and meets up to watch for the green flash. I'm not sure anyone has seen it yet.



The category of 'People' was expanded that year to include animals as this little guy won everyone's heart and racked up the votes.

Phill won for the second time that year, capturing this fellow taking a break on his shoe.

GULF SAILOR

Staff Captain's Report

Awards Ceremony

Anticipation was in the air as we waited to discover who would be the winners at the annual Gulf Yacht Club Awards Ceremony. Despite meeting virtually, each winner was treated to loud applause, generated from homes across the Vancouver region and the lower coast. It was wonderful to honour members who have put their time and energy into making our club special and to recognize those who earned accolades on the water. The ceremony ended with the cut and thrust of heated debate on who deserved the Paddle. Stories were told and stout defences mounted, punctuated by lots of laughter.

Thanks go out to Pat Costa for organizing the awards, Andreas for technical support and Martin for courageously moderating the Paddle debate.



Doug MacLeod,
Staff Captain,
S/V Willpower

THE GULF YACHT CLUB TROPHY:

The Silver Ship

This award was given to the club by an anonymous donor at the inception of the club in 1965. It is presented to a member who best represents the "Spirit of the Gulf Yacht Club" as voted four times per year by the membership. It is a secret ballot and is counted at the annual awards dinner by non-members.

Andreas Truckenbrodt, S/V Beautiful Day

THE GULF SAILORS OF THE YEAR:

Engraved Mug

This is an award that is presented by the executive to the member who has been an active participant during club activities. This member is enthusiastic and has shown personal effort on behalf of the club.

Don and Laura McLeod, S/V Boqueron

THE COMMODORE'S CUP: Engraved Mug

This award is given by the Commodore to the person who has most supported him/her in the role. This is a personal choice by the Commodore.

Suzanne Walker, S/V White Wolf

THE VICE COMMODORE'S AWARD: Ship's Clock

A Ship's Clock was donated anonymously to the club. It is awarded to any member who, over an extended period of time, consistently demonstrates the intent of the GYC by showing a willingness to unselfishly give of his or her time to support club functions and activities. The recipient is selected by the Vice Commodore.

Andreas Truckenbrodt, S/V Beautiful Day

THE BILL PENNY TROPHY: Engraved Mug

This award was donated in 1974 and was originally for a sailboat under 25'. It was donated by past GYC members Ian and Jean Anderson from the Alacrity Vivacity Association when that organization folded. It is presented to a yacht that made an "epic" voyage.

Chris Walford, S/V Karavia

THE RUDDER: Rudder

Built by Reg Stacey and donated to the club member(s) who completed a challenging voyage. This may or may not be the longest voyage made by a member(s) during the year.

Jaime McPherson, S/V Renewal

THE AL LUDBROOK MEMORIAL TROPHY:

A Mounted Log Dog

Awarded to a member whose boat is considered to be in the most pristine condition.

Bob Hamelin, S/V Cormorant

THE BEST PRESENTATION BY A MEMBER:

Engraved Mug

Awarded to a member chosen for the best presentation at a GYC meeting. Awarded annually.

Miles Walker, S/V White Wolf

EDITOR'S AWARD: Gift

Chosen by the Editor for the person who made a notable contribution to the newsletter during the year.

Anne Trudel and Ken Buckley, S/V Naida

THE COMMODORE AWARD

Stone Eagle Head Sculpture

Presented to the outgoing Commodore each year. He/she in turn will present it to his/her successor a year later. The sculpture was created and donated by former GYC member, Ken MacKay. Awarded annually.

Chris Stangroom, S/V Christie Cove

THE PADDLE

A Paddle

The paddle is awarded to the person who has been deemed to have made an error in judgment. It is a laughable "boo boo" and is chosen by applause. It provides evening's entertainment at the annual party and is not meant for serious problems. Awarded annually.

Andreas Truckenbrodt, S/V Beautiful Day

Staff Captain's Report continued overleaf.

GULF SAILOR

Staff Captain's Report continued.

Photo Contest

I hope you are sorting through last season's cruising pics and entering your best shots in the photo contest. The entry deadline has now been extended to March 14. After that you'll have until April 4 to vote on your favourite in each category. Instructions for entering photos have been sent to each member by email. Instructions for voting, using the online survey will be circulated later.

Winners will be announced and displayed at the April 11 general meeting. The winning photos will be published in the April Gulf Sailor.

Looking Ahead

The PHO has lifted the restrictions on indoor gatherings so we're going back to in-person meetings at the maritime museum. These hybrid meetings will also be available via Zoom for those members who are uncomfortable meeting in groups or live outside of the Lower Mainland. In-person meetings will proceed under Public Health Orders. Proof of vaccination is required to attend and masks are mandatory inside.

We'll be resuming our normal speakers' program beginning on March 14 with John and Karen speaking on their trip around Cape Horn on a cruise ship. John wrote, "for me it was magic to follow in the footsteps of all those old incredible mariners who risked their lives every day in unknown and uncharted waters, as well as the most dangerous ocean on earth". It will be an engaging evening and wonderful return to in-person presentations.

March 14th: John and Karen Laing



Cape Horn – The History and the Danger

Establishing an accurate position while at sea, now taken for granted by modern sailors, was a huge challenge to mariners over the centuries. When you didn't know exactly where you were, danger was always at hand, never more so than in the most unforgiving and unknown waters in the world.

That's Cape Horn. Don't miss it.



We also hope to organize a Sailor's Swap for April 11 where unused but still functional sailing gear and related materials can be exchanged among GYC members for free.

Martin Marine donated two \$50 gift certificates for general meeting door prizes.

If you shop there, please thank them for their support.

More Paddle material: "Not fair someone was watching" he argued.



Caught in the act!

Stop that runaway dinghy! How did that happen? A beaver must have gnawed through the painter. Maybe an otter knocked it off the cleat. Not my fault. Honest!

Who me?

GULF SAILOR

"Hi Roy. Did you hear about the fire last night?"

This was the first of many calls I received that Friday, February 11/22. Our boating friend, Martin, was on his way to Pender Harbour and waiting in a ferry line-up.

He went on to say there had been an enormous fire and four vessels which had all been completely destroyed! It happened around 22:30 hours Thursday, Feb10/22. Flames were observed and calls to 911 were placed.



A quick bit of background information to this story. Pat and I moved our sailboat, *Sparkle Plenty*, to Pender Harbour Marina and Resort in March 2020. We had "escaped" Point Roberts, U.S., just hours before the border closed due to COVID restrictions. Unable to find suitable moorage in the Vancouver area, we relocated to beautiful Duncan Cove in Pender Harbour.

After Martin's call I contacted the marina owner who tried to reassure me that all was fine with *Sparkle Plenty*. We also had

e-mails, text messages, and photos from our Pender Harbour boating community saying things looked fine on our boat (see pic above).

I headed to Pender Saturday morning, first ferry, to check out the situation for myself. Upon arriving at the marina parking lot, I saw the burnt out hull of the 36ft Ranger Tug (right). It had been removed from the water the day before, as it had burned to the waterline.



Rui (Roy) Costa,
S/V *Sparkle Plenty*



With trepidation I headed towards our boat on the outermost docks. The scene was chaotic: divers in the water attempting to raise two sunken vessels using air bags; environmental teams trying to contain the oil, diesel, and debris on scene. The 40' Beneteau that had been moored next to us sustained extensive heat damage – melted fibreglass, instruments and sails!

It was moved in the midst of the fire to a different slip in attempt to save it. I was told "they" were going to move our boat out but the heat from the flames was too intense!

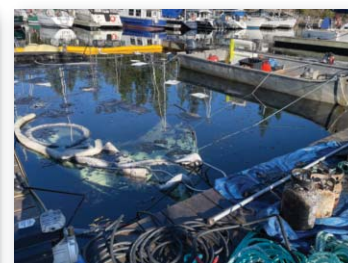
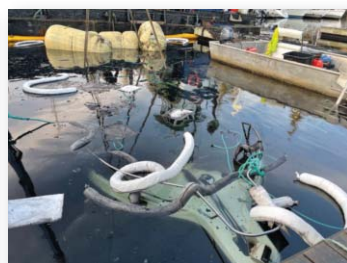
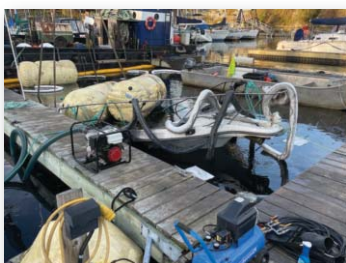
I stayed on scene all that Saturday and cleaned the topsides but anything else was futile due to the lingering sheen of oil and diesel which prevented me from cleaning the hull. As



Left: Enlarge to see the 40' Beneteau totally burned out at the dock. The boat next to Sparkle also sustained extensive heat damage to its hull and decks.

darkness fell, the clean-up crews left with plans to return the next day. I felt our boat was as secure as it could be in this situation and returned home.

It appears an electrical fire on one of the powerboats started the devastating chain of events. As we all know, fire on a vessel can spread quickly with catastrophic results. There was no loss of life in this instance but there are major financial losses and multiple insurance claims. The docks also have to be replaced. This has always been a particular concern of mine and one of the reasons I got rid of the older style round marine plugs and purchased a new cord and "smart plug". Our heater is "failsafe" and I keep it on low settings. Look around your marina and you will spot vessels with plugs and outlets that have obviously overheated, as evidenced by blackened connections.

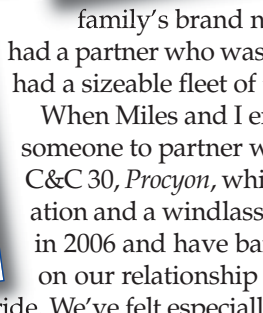
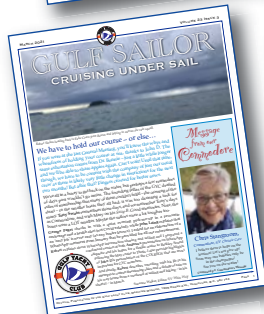
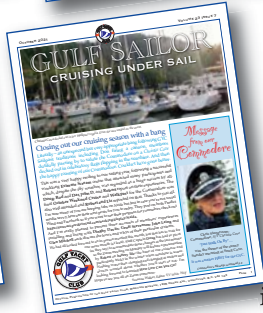


We were just informed this morning, February 23rd, that there were "angels" attending to *Sparkle* that Thursday night! Brian and Kathy Hanson, from Texada Island, were moored nearby and sprang into action. They were unable to move our boat out of the way because of the intense heat so Brian continually hosed down *Sparkle* – all this in darkness in the middle of February. We expressed our gratitude and thanks to them by phone but hope to meet up with them in the near future to do it in person.

GULF SAILOR

Gulf Sailor Editor's Report for 2021

Despite concerns that the newsletter might be becoming obsolete, I am happy to report that it is still going strong. Neither our readers nor our contributors have given up on it.



Even though our meetings were all 'virtual' last year, our sailing, fortunately, was real and plentiful and there was no lack of GYC camaraderie to report: enough to fill up nine newsletters or, with photos, 143 pages of GYC or related boatey words to read – a record.

I encourage new members to seek out the March issue where you will find Tony Swain's account of the 'early days in the club' – early being the 60s! In 1969 when he stepped down after four years as Commodore, he urged GYC members to "remember that this is a club for those who enjoy cruising under sail and are actively engaged in it." Well one of the most important jobs of the newsletter is to keep those memories alive – huge thanks to all of you who help to do that.

As you know, because of great leadership in the GYC, we didn't have any Covid super-spreader events. Fortunately we did, however, have several super-sharing contributors. Doing the heavy lifting were members of the men's team leading with Robert, and joined by John Dixon and Glen. Many other valuable contributors appeared occasionally – thanks to all of you who put pen to paper when I asked (and I did, frequently), and thanks to those who surprised with interesting observations, helpful tips and photos (can never have too many photos).

Beginning last fall, a new monthly serial, as good as anything Netflix has to offer, provided much entertainment and enjoyment: Ken and Anne's superb PredictWind entries along with their occasional Facebook posts and photos are a delight. They have been so generous to share the ups and downs of their trip so far – it's like they've invited us into the cockpit for appie hour. We've suffered through sea sickness, a broken boomvang and lumpy anchorages that even flopper-stoppers (my favourite device) couldn't alleviate entirely. And they've shared important lessons, including how to make authentic Mexican Margaritas.

Please join me in congratulating Ken Buckley and Anne Trudel for receiving this year's Editor's Award. Loud handclaps all around. I know we all look forward to the next chapters in their adventure. No pressure! Hahaha.

Introducing Our Editor

In her own words...

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

When Miles and I emigrated from the UK in the early 80s, we chartered for a few years until we found someone to partner with as we had not much money. We bought a US 25, *Kahlua*, before moving up to a C&C 30, *Procyon*, which we sailed for 19 years (and had to repower). Wanting hot water, heating, refrigeration and a windlass more than peace of mind and familiarity, we bought *White Wolf*, a Pearson 36 MkII in 2006 and have barely relaxed ever since. We finally repowered her which hugely reduced the stress on our relationship (with the boat and each other) and allowed us to finally relax (a bit) and enjoy the ride. We've felt especially fortunate to have had a way to escape during the past couple of years.

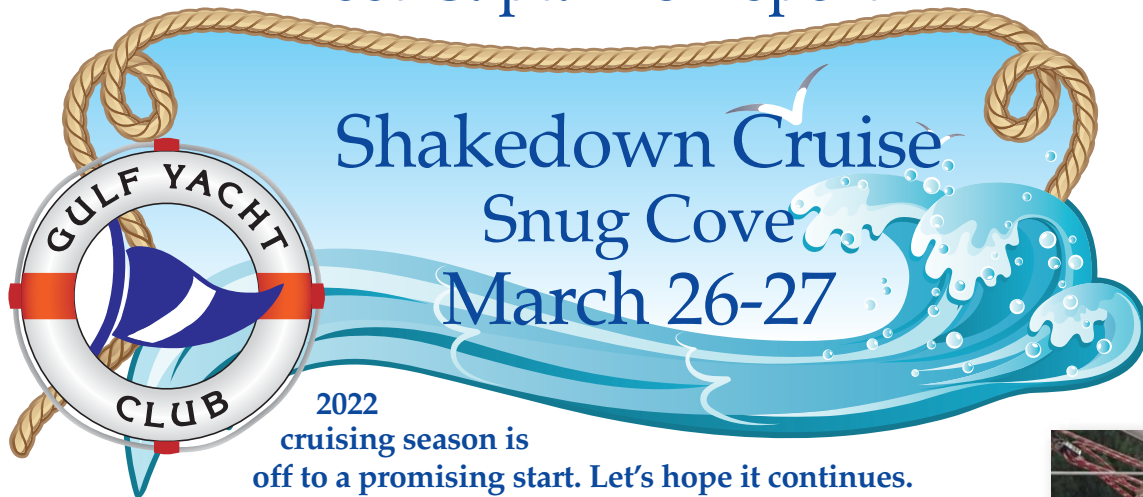


Suzanne Walker,
Editor, S/V *White Wolf*



GULF SAILOR

Fleet Captain's Report



Robert Sinkus,
Fleet Captain,
S/V Reality

Health regulations have relaxed and full gatherings are allowed but concerns remain. We had a **Family Day Cruise** across the Strait and back with *Feliner* hosting *Reality* and *Tango*. The Cruise Schedule listed in this edition of the Gulf Sailor has ALL our favourites PLUS: three weeklong and one month long cruise: **Spring Spectacular Cruise** after Ladysmith, a **Radical Reciprocal** after our May long weekend to Telegraph Harbour (for those of us with reciprocal privileges at other yacht clubs), and the return of the wonderful fall **Extreme Scream** from last year.

In addition, John Dixon will be leading a group in July from Smuggler around the Discovery Islands and Desolation with many short day sails between destinations before ending at our August long weekend destination (as of press time – the Filberg Festival in Comox is on for July 29-31, 2022). And of course, we are all free to post our own boating adventures on WhatsApp and invite others to join up, as we have done so successfully in July and August.

While it would be easy for our Executive to simply drop our guard and resume activities as if 'normal', we feel we have a responsibility to keep our membership safe. As many GYC members are in a high risk category, we have been meeting to make challenging decisions, balancing considerations of safety and how to have safe inclusion for our members against returning to popular traditional activities. I can assure you that many perspectives and ideas are being considered and I am glad my vote is only one of the total.

What does this all mean?

The cruises are on, but the feeling is that it is not prudent to be crammed into the summerhouse cheek by jowl, sharing appetizers, potlucks and group breakfast – at least not right away.

Shakedown Cruise Considerations



The Executive will be meeting on Monday, March 7 to decide on whether to keep our Summerhouse reservation for Shakedown, and which activities will go ahead, or recommend that people gather, instead, in less crowded cockpits, on the dock, at a pub or restaurant, and/or on a walk or two. Sunday breakfast will likely be in the form of muffins and BYO coffee.

We hope to have our considerations finalized in time for the March 14 General Meeting, so be sure to attend. Either way, the dock space is pre-booked for us for Friday, March 25 and Saturday, March 26 with all boats on A-Dock. Be sure to call in with your credit card to reserve your slip at least two weeks before that to meet the deadline.

Reserve before Thursday, March 10th – before the cruise details are finalized. Don't worry, if you don't like the final plans you'll have plenty of time after the general meeting to cancel your reservation without penalty.

Fleet Captains Report continued on p.8

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Fleet Captains Report continued from p.7

Easter Cruise News

Our Easter Cruise is Saturday, April 16 and Sunday, April 17th at **Ladysmith Community Marina**. Ron and Eleanor Vandergaag have once again offered a meeting place for us on Thetis for those of us who wish to anchor Friday night in Clam Bay. The tide is above the "muck level" all day, so shore access is easy and clean. Again, we are pre-booked at the marina. So remember to reserve your spot with your credit card before the end of March. More details will be provided closer to the time.

For all cruises, I will be asking people planning to attend to RSVP to me directly, so I have an idea of numbers, etc. for planning and ensuring we have the right number of muffins and any other goodies!

So here's wishing for a return to normalcy, and a season of great cruises!

And also sending prayers and best wishes to those members with families or friends in the Ukraine.

WARNING: Potential Date Issue with Marine Electronics

It has come to our attention that older GPS units may not display the correct date and time. First reported by John Dixon in the March 2019 Gulf Sailor.

This in itself is not a problem except when relying on that GPS unit to provide a magnetic compass course or to display tides/currents because these are time dependent calculations. See your manufacturer for a fix. Some of the oldest units will not have a fix and will need to be replaced.

This issue has cropped up before and affects different manufacturers at different times. It will continue to occur for a few years until all the old units are out of service. It is not clear what constitutes "old" so vigilance is recommended.



Robert Sinkus,
Fleet Captain,
S/V Reality



*Ken took of his photo of his unit on Friday, February 11.
Note it thinks the date is 28 June 2002!*

Re: Naida's GPS Rollover Issues: incorrect data and AIS not functioning

Just to make the issue concrete I checked my alternate Furuno GP-32 unit and it rolled over at the beginning of this year. Furuno offers only to "replace the chipset for a fee". I don't use this unit routinely. In the past I had it connected to the SSB radio to give date/time/location but have changed that over to the AIS unit. I occasionally use it as another anchor alarm which it will still do. I have both the Raymarine Chartplotter GPS and the independent AIS which are both on the boat network and are correct. We also have two cell phones, a tablet, a handheld Garmin GPS, and finally an InReach on board so I don't really feel the need to worry about the Furuno unit!! (The last two devices are kept in the ditchbag.)

John, in his article, described the issue as follows:

GPS systems store Week Numbers as a 10-bit binary number which allows for a maximum of 1024 weeks (19.7 years) before resetting to 0.

At that point, stand-alone GPS receivers and systems using GPS chips, could produce data that is 19.7 years either in the past or future, therefore generating errors in both the GPS position and time.

As this system was first rolled out in 1980 there has already been one rollover, meaning manufacturers should be aware of the situation.

However the organisation says that equipment older than 10 years or that has had no firmware updates could be at risk. Relatively new equipment and units with firmware that is regularly updated are at lower risk.

Robert continues:

One thing you can watch for is that the date (especially the year) will be wrong. See Ken Buckley's account of just such a problem he recently experienced.

The following provides more details on the overall issue:

2022 GPS rollovers: Furuno, Airmar, JRC, and who else?

<https://panbo.com/2022-gps-rollovers-furuno-airmar-jrc-and-who-else/>

GULF SAILOR

Iceberg in the Salish Sea!

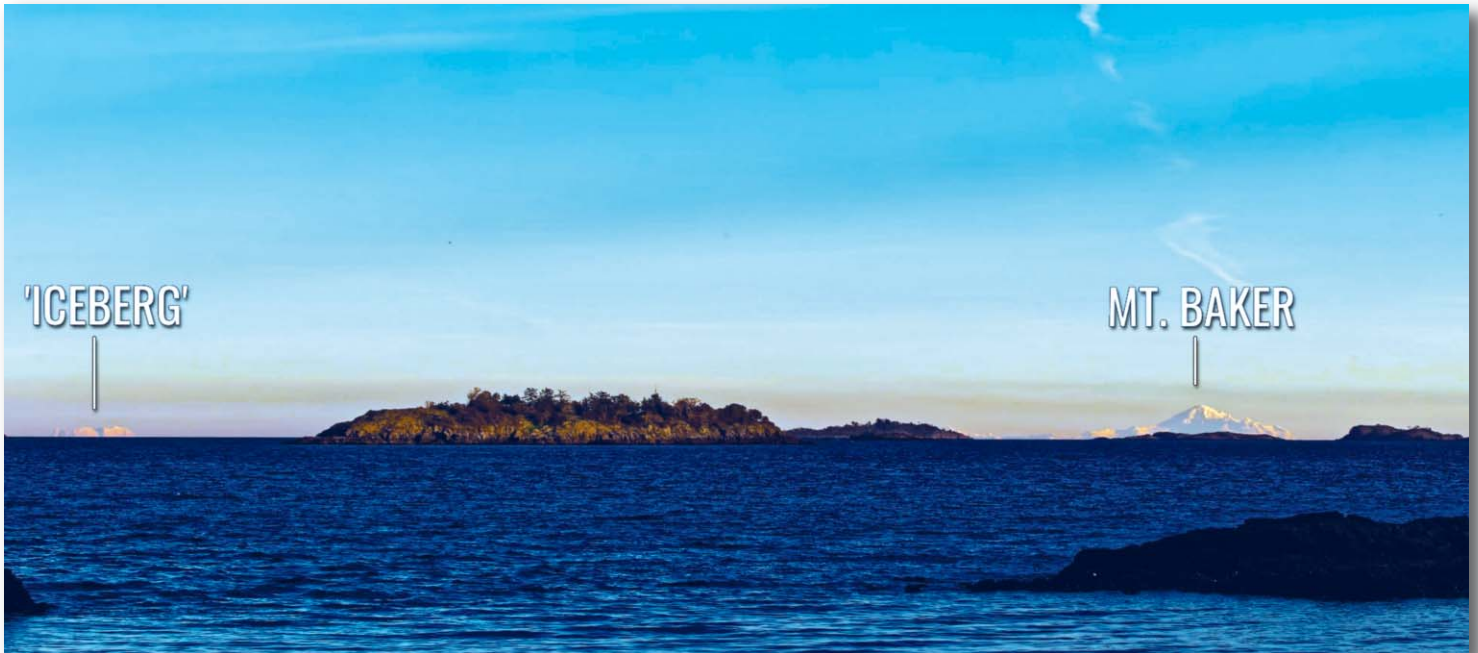
As reported in the *Nanaimo News*, photo by Simone Engels: "It was so convincing, so real. If you look at the image where I zoomed in, to me it doesn't look like an image that was fuzzy on the edges, it looked like a real iceberg and it had me completely stumped."



While photographing the evening sunset on Sunday, January 9, Simone Engels captured what she thought was an iceberg.

What Engels saw, was a unique projection of the distorted and stretched peak of Mt. Cheam near Chilliwack, around 180 kilometres away! Light from the sun reflected off the snow-covered surface of the mountain and was then bent back down by air temperature changes and atmospheric conditions, causing a projection on the water visible at the right angle for Engels.

The phenomenon is called a "superior mirage" and can occur when a hotter air mass comes over the top of a colder one and creates an atmospheric inversion. Colin Goldblatt, an earth and sciences professor at the University of Victoria, said changes in the atmospheric temperatures force light to bend and visually transport objects.



"Rays of light get bent downwards so as the observer, we think they're higher than they actually are. It can also help us to see things that are maybe further away or maybe would have been across the horizon if there hadn't been a mirage." A few days of clear, dry weather in early January helped purge the atmosphere of a lot of pollution and other contaminants, making way for light to travel, bend and create a projection.

"When we've got little particles in the atmosphere...that help scatter away light and make things in the distance appear less clear than they otherwise would be," Goldblatt said. "This air was very dry, very clear because there wasn't any water for the particles to absorb." Under perfect conditions, with dry air and no pollution, Goldblatt said we'd be able to see objects up to 500 kilometres away. Different atmospheric refractions are a relatively regular occurrence. And that explains our Salish Sea iceberg!

Similar illusions, including *fata morgana* which involves the apparent layering of an object, have been reported by sailors for centuries and are believed responsible for old legends like ghost ships or floating cities.

GULF SAILOR



General Meetings
begin at 7:30 pm



Meetings will be in-person
and virtual until further notice.

GYC Rendezvous and Meeting Schedule 2022

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

Month	CRUISE DATES	Event and Location	GENERAL MEETINGS
January		AGM and General Meeting	Monday, Jan 10
February		General Meeting	Monday, Feb 14
March		General Meeting	Monday, Mar 14
March	25-26	SHAKEDOWN CRUISE: Snug Cove	Reservations required
April		General Meeting	Monday, Apr 11
April	16-17	EASTER CRUISE: Ladysmith Community Marina	Reservations required
April	30-May 1	SAILPAST: Caulfeild/Snug Cove	Reservations required
May		Pub Night: TBA	Monday, May 9
May	21-22-23	VICTORIA DAY CRUISE: Telegraph Harbour Marina, Thetis Island	Reservations required
June		General Meeting	Monday, June 13
June	17-18-19	JUNE CRUISE: Bedwell Bay	Raft-up
July	1-2-3	CANADA DAY CRUISE: Sunshine Coast	
July/August	July 30-Aug 1	BC DAY CRUISE: Comox/Squirrel (Northern); Montague (Southern)	
September	3-4-5	LABOUR DAY CRUISE: Newcastle Island	
September		Pub Night: TBA	Monday, Sept 12
Sept/October	Sept 30-Oct 2	FALL CRUISE: Howe Sound Gibsons Landing Harbour Authority Marina	
October		General Meeting	Monday, October 17
November		General Meeting	Monday, Nov 14
November	19	AWARDS DINNER DANCE: RVYC	Nov 19
December		CHRISTMAS GET-TOGETHER	Monday, Dec 12
January 2023		AGM and General Meeting	Monday, Jan 9

Information may change as the year progresses and conditions change.



GULF SAILOR



GYC Self-Managed Cruises 2022

Cruises will proceed only if Provincial Health Regulations allow.

Month	Event/Meeting Dates	Event and Cruise Location	General Notes
February	19-20-21	FAMILY DAY CRUISE: Combo of Keats, Gibsons, Snug, Pages, Newcastle	Weather dependent
April	18-24	SPECTACULAR SPRING CRUISE: Gulf Islands: week following Easter long weekend	Ladysmith start
May	23-29	RADICAL RECIPROCAL CRUISE: Gulf Islands: using reciprocal privileges	Telegraph Harbour start
July	4-29	EXTENDED CRUISE: Short hops: exploring Desolation Sound and Discovery Isles	John Dixon leading
July-August		DESOLATION CRUISING	WhatsApp
September	23-29	EXTREME SCREAM CRUISE: Gulf Islands	WhatsApp
December	Dec 31-Jan 1	New Year's Cruise: Snug Cove	

Prior to most cruises the Gulf Sailor will publish detailed notes pertaining to each Rendezvous.

All cruises to marinas (including Gibsons) need to be reserved at least two weeks prior to the arrival date, or the slips could go to non GYC members instead. Your Fleet Captain recommends booking now for any you are considering attending. The only exception is Telegraph Cove Marina which allows dock and pie reservations after April 1st.

Shakedown:	Union Steamship Marina	604 947 0707
Easter	Ladysmith Maritime Society Marina	250-245-1146
Sailpast:	Union Steamship Marina	604 947 0707
Victoria Day:	Telegraph Harbour Marina	250-246-9511
Fall Cruise:	Gibsons Landing Harbour Authority	604 886-8017



GULF SAILOR

Naida's Crew Returns to the Sun and Jobs

Following a wintery return visit to Canada over the holidays Ken and Anne got back to find *Naida* needed a little TLC. They spent time with family in Nuevo Vallarta and with BCA and GYC friends in La Cruz and they were surprised by side-effects from the Tonga earthquake and tsunami – a unique experience indeed!

You can follow them on their adventure here:

<https://forecast.predictwind.com/tracking/display/Naida>

And here are the next lot of posts on their journey:

Back to the boat: Tue Feb 22 2022

We are back on the boat after being home for the holidays. We had our share of winter while in Vancouver, multiple snow storms, lots of shoveling, and extreme cold temperatures. We were pretty glad to get back to the boat in the La Cruz marina. The boat was filthy when we arrived in the afternoon, sand inside and out. We tread carefully as we arrived, did a quick wipe down inside then went for dinner. In the cool of the evening after the sun went down the spreader lights went on and we washed the boat. I now understand why people arrange regular cleanings of their boat in the marina whether they are present or not.

Our friends Barb and Derrick on *SV StrayCat*, fellow BCA members, are also in the marina. Our friend Bob Hamelin, fellow GYC member, is in neighbouring Bucerias. We all got together for dinner at Tacos on the Street in La Cruz. In the way of the small world Barb and Derrick and Bob are neighbours at their summer cabins in BC but had not met before.

The last time we cleaned the bottom of the boat was in Los Frailes so for a \$1 per foot we hired a fellow to give it a good scrub. The concern is always whether they scrub too hard so we will see how the bottom survives.

Ken's Aunt has a condo in Nuevo Vallarta and Ken's sister and partner are there with her for January and February so we moved over to the Paradise Village Marina in Nuevo Vallarta to visit. There's lots of room in the condo so we've moved there. Each day we come down to the boat to do boat jobs, the main one being that Anne is sewing dinghy chaps. After a couple of offers to clean the boat we've hired a fellow who will wash and wax the boat, including detailing the stainless. The constant salt exposure takes its toll on the stainless. He did a marvelous job and now we will look to do a better job with a fresh water rinse and shammy wipe down on a regular basis.

The day we moved from La Cruz to Nuevo Vallarta was the day of the Tonga volcanic eruption and resulting tsunami. It was also, though unrelated, the day a boat in the Nuevo Vallarta marina caught fire. We were unaware of the tsunami until after we left the La Cruz marina and were out in the bay for the short trip to Nuevo Vallarta. Ken saw the news and then tried to figure out if we needed to be worried or not. All indications were for minor perturbations in the water level

here. We then saw smoke coming from the area of the marina we were heading into and we could hear explosions. On the radio someone called the marina about the fire and the marina responded that people were on the way to help. We decided to stay out in the bay until that got sorted out. As we learned later, a small power boat caught fire in the marina and was pushed out of the slip to save the boats around it. It burned to the water line.

When it looked safe to head into the marina we called them on the radio and asked about the entrance, it is a short entrance but can be susceptible to swell and the recommendation is to confirm the entrance is safe. The marina responded by telling us the entrance was under tsunami watch but we could come in. What to do with that information?!? We watched the entrance which looked fine so headed in. As we neared our assigned slip half a dozen staff where on the dock to catch our lines. They were gesturing that I should aim well off the dock as I approached. I was offset a good 12 feet as I approached the dock and could see that the current was rapidly pulling me sideways towards the dock. I had to maintain a fast speed and steer well off the dock until I was past the piling at the end of the dock before slowing down as the current pushed us right against the dock while the six staff tried to hold us off in order to bring the boat a bit more forward. I later discovered that this



was unusual and due to the tsunami causing frequent tide changes that day. I found a plot of water level that showed the normal tidal oscillation change to a period of about half an hour for a few hours. We arrived right in the middle of that oscillation. The plot is courtesy of Sailing Totem. 🌞

Naida continued on p.13

GULF SAILOR



Naida continued from p.12

Isla Isabela: Wed Feb 22 2022
(Out of order) actually from before Christmas

We left Mazatlan in the afternoon for an overnight 70nm passage to Isla Isabela. We enjoyed another beautiful sunset at sea but only managed to sail for a few hours before

the winds were too light for the sea state and the sails were just banging around with the swell. On went the motor until we arrived around 8 am in the preferred east anchorage. We squeaked inside the three other boats and anchored in 15-20 feet of crystal clear water. The bottom looked like sand from on deck but the anchor skipped a bit before hooking a rock. It was well hooked so we settled in and had a nap.

The first order of business after a little rest was a snorkel in the warm clear water. The number of different fish



was astonishing. At first we tried to memorize the appearance so we could look in our guide book but pretty soon we decided we had just seen everything in the guide book. This place really convinced us we needed an underwater camera in order to record these special sights.



Great snorkeling on the reef. Such clear water we could see our anchor at 20 feet.

The next day we went ashore for a walk and a good look at the blue-footed boobies and the frigate birds. There were also several iguanas around, some out in the open and some well camouflaged. The island is a protected sanctuary and the birds seem to know this as there were many and they were pretty relaxed with people. At one point there was a frigate bird nest complete with a snowy white chick within 8-10 feet of the trail.

The island is sometimes referred to as the Mexico's Galapagos due to the different species found here. There were also whale sightings every morning just east of the anchorage.

The last day we were there the wind was forecast to pick up and some boats anchored in the only sandy patch had left so we moved out to deeper water to get the anchor set properly. The wind did pick up overnight and so did the seas. The boat was pitching all night and our planned early departure couldn't come soon enough. Around four am we pulled anchor and headed off to Punta de Mita at the northern tip of Banderas Bay. We had decided to do an early morning departure so as to avoid an overnight. We've found the single night passages tiring.

(You may recognize some of these pics – they appeared in an earlier post. Ed.)



Isla Isabela is a bird sanctuary and a nesting ground for frigate birds.



The infamous blue-footed Booby.

Final Word Before Moving On

We are having a good time visiting with my Aunt, sister, and brother-in-law in their condo in Playa Royale. Anne was busy making dinghy chaps and turning down requests for others. The sewing machine is back stored under the forward berth and we will eventually make our way out of here.



Yelapa is nestled in the southernmost cove of Banderas Bay.

We went for a day trip with my sister to Yelapa, a little village that has no road access. It's pri-



Perhaps we've stayed too long in Nuevo Vallarta! They gave us a boat plaque made from a dried bean pod or 'vaina' en Español.

marily a day trip destination for cruise ship passengers stopping in Puerto Vallarta, a charming little place built up the hills from the beach. Transport around the village is by foot, donkey, horse, motorcycle, and ATV.

GULF SAILOR



From The Archives

John Dixon came up with this account of Shakedown from March, 2000. In those days Artaban was a reliable and favoured destination. It was early in March, chilly and wet, but members in those days didn't let that stop them having a good time. It was ever thus in the GYC.

Shakedown to Artaban

Captain Salty Beer, I'm told, opened one eye at around 0830hrs on the morning after St. Patrick's Day and quickly closed it again. The wind was blustery and it was very wet. *Faem's* captain and admiral weren't so smart and were down at the dock by 0930hrs only to find that certain necessary items had been left behind. Thus it was that we eventually left the dock, after a bit of a struggle with the wind whistling around the basin, at 1200hrs. Powering down to Finisterre Island was quite an experience with gusts to 42 knots and rough seas.

Chloe, our new yellow Labrador, was unaffected by these conditions, intent only on destroying a rawhide 'bone'. Despite the unpromising weather, 17 vessels were eventually attached to the dock one way or another. Dock space being somewhat reduced when a piling broke off.

Captain Alex Kay of *Abductor* denies all responsibility for this ... and we believe him ... though he was tied to that dock at the time. But then again he did have an anchor out.

By the time *Celena* and *Poco Jazz* arrived the weather was very pleasant with sunny periods and nary a breath of wind. The fire had been started up at the dining hall and numerous tasty dishes were already heating up on the stove, promising another great evening.

A great evening it was! What can we say about the culinary expertise of Gulf Sailors? Fantastic! And, of course, everyone cooks for ten. After the dishes were washed and put away Staff Captain, Phill Little, who had already organised members into entertainment teams, got things going with each team singing, reciting limericks or otherwise performing for the crowd. After some very lively and amusing renditions there was a pause while we all waited in eager anticipation for the appearance of the one and only Sheila Salty Beer, visiting veteran flight attendant of Qantas Airlines. Sheila appeared to rapturous applause. Her wazoombars were so enormous that she had to adjust her rigging almost continually. It wasn't easy! Her stellar performance was much appreciated and will be remembered for many years. It is hoped that her duties at Qantas bring her back for a repeat performance one day.

When everyone had recovered from the entertainment, serious work began on the design and construction of the paper boats for the contest the next morning. Building supplies were plentiful, and the variety of craft produced was awesome.

On Sunday morning, after an enormous and very tasty breakfast with real maple syrup (congratulations to the breakfast crew), everyone gathered on the docks for the Annual Paper Boat Race. The light wind was from the East for once and so it was possible to set the 'long' course. All the vessels hit the water at the starting gun but within a few seconds it was clear who the winner would be. Streaking down the course with a bone in her teeth Tom Shenton's creation left them all standing. Some overturned and sank within a yard of the starting line, some meandered down the course bouncing off other competitors and/or the dock but in the end Phill Little's boat finished second, Norm Ross's third and Ian Rigg's fourth. The latter is to be especially congratulated as this was the first time, ever, that he had a boat actually finish the course. Tom Shenton modestly admitted that he was most gratified to win the PAPER BOAT TROPHY after trying so hard for so many years. He feels that a flat bottom and a big rudder are the keys to success and plans an even faster boat next year. Initial drawings are already secretly under way in the small design centre he has in the basement at home. These are kept in a fireproof safe. "You can never be too careful!" he says. He has installed a test tank in his back yard so his designs can be subjected to different wind and water conditions. The water in the tank is kept at a fairly elevated temperature in order that he can get into the tank with his trial boats and properly monitor their performance. It is rumoured that Admiral Pam Shenton joins him in the tank with a large glass of wine to offer advice.

Attending vessels were: *Abductor*, *Boqueron*, *Canicula 11*, *Celena*, *Demara*, *Diamond Wave*, *Faem*, *Forever Young*, *Gambit*, *Kewao*, *Kittyhawk*, *Mariah*, *Poco Jazz*, *Ruxton Clipper*, *Snapshot*, *Snowgoose* and *Ulladulla*.

Peter Lissett, *Faem*

GULF SAILOR

Another Marina Boat Fire ... this one in Ladysmith!

Multiple fire trucks from Ladysmith Fire and Rescue responded to the call and extinguished the blaze. Smoke and flames could be seen shooting from at least one boat in the marina.

Firefighters were on scene following an early morning boat fire on Saturday, February 26th at the Fisherman's Wharf in Ladysmith. It is unclear how many boats sustained damage or if there are any injuries.



Pics and info thanks to <https://www.cheknews.ca/large-boat-catches-fire-in-ladysmith>

Minutes of February Virtual General Meeting cont. from p.16

possibly replace older GPSs. His friend got into trouble in Porlier Pass because of this.

- Robert says if anyone wants to know how to use Chat or WhatsApp to please call him.

Door Prize #2:

- Somerset (George and Lorraine) was drawn.

Awards Ceremony:

- Moderated by Commodore Pat with Andreas showing trophy names and winners in an on-line presentation
 - Gulf Sailors of the Year: Laura and Don McLeod, *M/V Boqueron*; Presented by Pat Costa
 - Commodore's Cup: Suzanne Walker, *S/V White Wolf* Presented by Chris Stangroom
 - Vice Commodore's Award: 2nd year in a row! Andreas Truckenbrodt, *S/V Beautiful Day*; Presented by Pat Costa
 - Bill Penny Trophy: Chris Walford, *S/V Karavia* for his epic voyage, Presented by Pat Costa
 - The Rudder: Jaimie McPherson, *S/V Renwal* for a challenging voyage; Presented by Pat Costa
 - The Tiller: not awarded this year

- Best Presentation by a Member: Miles Walker, *S/V White Wolf*; Presented by Doug MacLeod
- Al Ludbrooke Memorial Trophy: Bob Hamelin, *M/V Cormorant*; Presented by Pat Costa
- Commodore's Award: Chris Stangroom, *S/V Christie Cove*, Presented by Pat Costa
- Gulf Winds Award: Not awarded
- The Silver Ship: Andreas Truckenbrodt
- The Paddle: Andreas Truckenbrodt, *S/V Beautiful Day*; Presented by Martin Pengelly after much discussion from the membership)

Door Prize #3:

- *White Wolf* (Miles and Suzanne Walker) was drawn.

Motion to Adjourn by Robert Sinkus.

Meeting adjourned 20:45 hrs.

Minutes prepared and respectfully submitted by Cathie West, *M/V Serenity*, standing in for Cecilia Wong, Hon. Secretary, *S/V Sassy*.



to our latest new member!

Name	Vivian Wu	Membership No.	596
Mate's Name		Member Status	Active
Address	219-8200 Jones Road, Richmond, B.C.V6Y 3Z2		
Home Phone	604-970-4582		
E-Mail	vvn6780@gmail.com		
Boat Name	River of Dreams		
Make of Boat	Tanzer	Length (ft)	29
Moorage	Stones Marina, Nanaimo		

GULF SAILOR



Minutes

of the Virtual General Meeting,
February 14, 2022

The meeting was called to order at
19:30 hrs by Commodore Pat Costa.

COMMODORE COMMENTS AND WELCOME

- A welcome to all club members and a Happy Valentines Day.
- Commodore Costa is hopeful that our Government Health Rules will allow for us to gather for the next General Meeting in March at the Maritime Museum instead of meeting virtually.

Motion and Second for the Minutes of the previous meeting

- Moved by Robert Sinkus and seconded by Glen Mitchell. Carried.

Business arising from the Minutes of the previous meeting

- None.

Door Prize #1:

- Glen and his beaver helper first drew *Malaika* (Brian Angus and Dorothy Stauffer) but they were not present, but Barry Van Leeuwen, *Feliner* was.

REPORTS OF OFFICERS:

Executive Officer – No report.

Treasurer –

- January Month End Report

Cash	\$	93.00
Savings	\$	4,124.00
Chequing	\$	16,626.00

Secretary – Presented by Commodore Pat

- Welcome to new member Vivian Wu, and Bernadette Edmunds reinstated.
- New Boats of existing members:
 - Doug Ramsey who has purchased *Trooper* previously owned by existing member
 - Paul Wagner and Julia Hansen have purchased a new boat, as yet unnamed
- There were five members who did not renew their membership this year, among them Roger Pearson, Elaine James, Judy Crumlin, Joanie Rigg and Lea Moss.
- Gjoa Andrichuk has teamed up with Eileen's boat 7 1/2%
- The 2022 Roster is now near completion; the cutoff is tomorrow. Andreas suggested to save it to Google Drive.

Hon. Signals Officer and Council of BC Yacht Clubs –

- Andreas reported Kickoff to Photo Contest which will be a Virtual Photo Contest again this year. There will be prizes for the winners.
 - Members may submit three photos from 2021
 - Email to Andreas
 - Deadline for email February 28th
 - Winners will be announced on March 14th at General Meeting.

Executive Officers Present:

Commodore	Pat Costa
Vice-Commodore	Cathie West
Fleet Captain	Robert Sinkus
Staff Captain	Doug MacLeod
Hon. Treasurer	Glen Mitchell
Executive Officer	Martin Pengelly
Signals Officer	Andreas Truckenbrodt
Past Commodore	Christie Stangroom

Other Officers:

Gulf Sailor Editor	Suzanne Walker
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Absent:

Hon. Secretary	Cecilia Wong
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Council of BC Yacht Clubs

- Andreas reported no additional updates.

Fleet Captain –

- Robert reported that he hoped we will have a full roster of cruises this year. Details will be coming through Newsletter, Meetings and WhatsApp
- Club insurance policy could mean having to scale back some events at cruises.
- Coming Up Cruises
 - Family Day Cruise: weather dependent; February 19th, 20th and 21st
 - Shakedown Cruise: March 26th and 27th

Staff Captain –

- No report.
- Andreas discussed Virtual Photo Contest and gave a presentation about how it would work: he will gather together all photos and divide them into subjects or thematic groups. He will put them up on Google Drive and send everyone links for voting. Separate instructions will be sent to members for uploading photos and voting.

Vice Commodore –

- No report.

Past Commodore

- No report.

Gulf Sailor Editor –

- No report.

Commodore –

- Pat thanked Suzanne for latest newsletter and reminded people we are looking forward to March 14th meeting which will be a hybrid meeting: both in-person and Zoomed.

Business Arising from the Reports

- None.

NEW BUSINESS –

- Robert Sinkus mentioned that there are existing issues with older GPS units. Incorrect tidal information, wrong dates, etc. which mean currents, tides and any other date dependent information cannot be replied upon. He says that we should all be checking with our GPS manufacturers to see if any applicable updates exist or

Minutes of February Virtual General Meeting cont. on p.15