

Glen captured this shot of boat builders tracking the annual GYC Boat Race at Thetis this year.

The long wait for Summer is officially over.

Good weather with warm temperatures is forecast for the coming days so maybe we'll get away from the dock – finally. The first time since 1983 that we haven't been on the water by the this point in the year. I've felt quite discombobulated.

While we've been cooling our heels on land, Fleet Captain Robert has been busy. He summarizes cruises past and future, reminding members to 'mind the rock' at the entrance to Smuggler Cove which past Commodore Bruce, our cruise host, is uncomfortably familiar with. He also reports on the recent small but happy group at Bedwell Bay – no complaints about what was on the menu.

A note to our Newbies: In case you hadn't heard, the Gulf Yacht Club is known as being 'the friendliest club' ever, so if you ever find yourself unsure of what time something is, or where to meet, ask any of our veteran members who will be happy to fill you in.

Naida's crew, Ken and Anne, have put her to bed to over-summer in Mexico, safe from hurricanes. Their posts describe the last days of their trip to Puerto Penasco at the top end of the Sea of Cortez.

Larry and Elizabeth cover the Victoria Day celebrations on Thetis with **Lorraine** and **Glen** providing extra photos; then **Adele and Bruce** fill us in on the post-Thetis cruise; and **Robert** on the June Cruise to Bedwell Bay. They say that nice things come in small packages and that applies to those cruises – one attended by five and the other by three! If you haven't been to Silva Bay for a while you will find **Lorraine's** account of several days spent there last fall – it's seen many changes, all for the better.

And finally, I present the results of my research into the main ingredient of the fishburger we enjoyed at Doc Morgan's at Shakedown. It was harder than I thought to get a handle on it. See you out on the water!

Suzanne Walker, Editor *S/V White Wolf*



SEPTEMBER 12

PUB
Night



Our next 'meeting' is at the pub!
MAHONY & SONS

STAMPS LANDING
601 Stamps Landing, Vancouver

Overlooking False Creek, with access to the Aquabus or go by boat, anchor and spend the night.

Plan to get there around 6:00 so you can get your order in early.

Staff Captain's Report Continued p.2

GULF SAILOR

Executive Officers 2022

Commodore: **Pat Costa**
Sparkle Plenty

Vice Com: **Cathie West**
Serenity

Fleet Captain: **Robert Sinkus**
Reality

Staff Captain: **Doug MacLeod**
Willpower

Exec. Officer: **Martin Pengelly**
Kailani

Hon. Secretary: **Cecilia Wong**
Sassy

Hon. Treasurer: **Glen Mitchell**
Tango

Hon. Signals Officer: **Andreas Truckenbrodt**
Beautiful Day

Past Com: **Christie Stangroom**
Christie Cove

Hon. Editor: **Suzanne Walker**
White Wolf
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Commodore's Message

The GYC has continued to thrive through our soggy spring weather. Unfortunately Rui and I missed May Pub Night and the Thetis Island Rendezvous.

I have received such positive feedback about the Thetis Island weekend. Attendance exceeded expectations and there is already talk of next year's get together. I have to thank Eleanor and Ron for all their efforts in bringing this all together. And thanks to Tara, Ron and Robert, as well.

Our last in-person meeting at the Maritime Museum (until October) was a highly anticipated evening. Doug MacLeod, staff captain, had procured the speaker and author, Grant Lawrence, as our guest. Thanks to Andreas and Doug for setting up the equipment for the ZOOM format. Once again members from the Sunshine Coast, Vancouver Island and in town were on screen. Ken and Anne were back from Mexico and warmer climes. Nice to have them there in person but I am unsure why the overall in-person attendance only numbered 29 when we had such a well known guest speaker. The March and April meetings attendance figures were closer to forty!

We are anticipating a great summer on *Sparkle Plenty* and we plan to join the July group heading toward Desolation and beyond. John Dixon has sent several messages thru WhatsApp regarding this event. It will culminate on the August long weekend in Comox, in time for the Filberg Festival.

Our summer highlight, in my opinion, is our Newcastle Island rendezvous. Updates to follow. See you out there.



Pat Costa, Commodore,
S/V Sparkle Plenty

Staff Captain's Report

Since our return to in-person meetings, we've enjoyed a series of engaging presentations, beginning with John Laing's examination of Cape Horn in March, and ending with Grant Lawrence's stories from Desolation Sound.



Our line-up for the September to Christmas looks just as exciting. We'll begin with a **pub night on September 12** when we can share stories of the season's cruising adventures. The location will likely be Mahony's, Stamps Landing, but that is yet to be confirmed. Stayed tuned for more information.



Doug MacLeod,
Staff Captain,
S/V Willpower



On **Monday, October 17**, Nicole from **Evolution Sails** will give a presentation on Sails and Sailing: Best Practices. In addition to sail making, Nicole has years of experience, sailing and racing. She'll share her knowledge to help us get the best use and longest life from our sails.

Our final presentation for 2022 is on **Monday, November 14** when **Amber Mae of Divers for Cleaner Lakes and Oceans** will join us. Some of you may have met Amber, nick named the Underwater Angel, during our Shakedown cruise in March when her group cleaned up debris in Snug Cove. She'll have an audiovisual presentation on Ocean Debris.



Fishermen's Pier, West Vancouver, BC

On July 21, 2021, we removed 154 lbs (69.8 kg) of trash (last cleaned in 2014).
Land-based volunteers also removed many bags of trash from the beach.

And finally, keep those vocal cords limber for our annual Christmas get-together and sing-along on **December 14**. It's always lots of fun. In the meantime, enjoy the summer cruising season. We'll see you on the water and later in September.

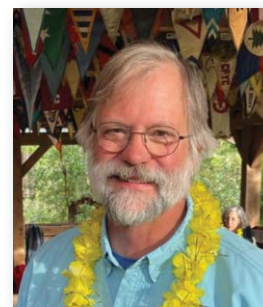
GULF SAILOR

Victoria Day at Thetis – Four Days of Fun

Almost like 'old times' with lots of boats, lots of food, lots of games and lots of good old GYC companionship – with both old (long time) and new members in the mix.

Attendees:

Christie Cove, Contender, Encore, Excelsior (Jason Vandergaag, son of Ron and Eleanor Vandergaag, and two crew), Forever Young, Good Vibration's crew Andreas and Cristina, on borrowed boat, Hollyberry, Honu (new) Yvonne and Ernie Van Dyke, Kailani, Kiwi Kruza, Koinonia (and granddaughter Anna), Lady Dane, Lobo Del Mar, Moondance, Perspective, Reality, SawLeeAh, Shalvah, Somerset, Taeko IV, Tango, Tantramar, Tenacious (and guests Jennifer, Jennifer and Brent), Toolik, Tutta Bella, Willpower, Windstrel (and guests Sawyer and Jennifer).



Larry Freeman,
S/V Toolik

Friday:

Five boats anchored in Clam Bay: Contender, Koinonia, Tantramar, Toolik, Willpower. As the breeze lessened and the sun grew stronger, Koinonia, Tantramar, Toolik, and Willpower rafted dinghies together for appies.

Five boats docked at Telegraph Harbour Marina; and several others anchored in Princess Cove, Pirates Cove, and other stops enroute to Thetis.

Saturday

Saturday morning Farmer's Market was a hit with the GYC crowd. Pretty sure our group added to the Thetis community economy that morning. By Saturday mid-afternoon, nearly all the boats had arrived.



Appies commenced at 5 pm on the lawn on shore. Many wore blue and yellow, in support of Ukraine and earlier in the day Nancy organized materials and a production line with Adele and Liz, to make blue and yellow ribbons for everyone to wear. The colour theme extended to many of the appies as well! The highlight of appie hour was a celebration of **Nancy Little's** 80th Birthday party, complete with an enormous birthday cake secretly organized by **Phill** and delivered by Adele and Bruce on *Perspective*.

Replete from appie hour, and under the watchful eye of the R.C. (George Bamford), the intrepid boat designers got busy **boat building** ahead of the next day's race and regatta. Closely supervised by George to ensure no one slipped a contraband outboard

or rubber band into their craft, the group cut, glued, and even 'borrowed' ideas – see Norm surreptitiously examining Glen's design left? See p.6 for the confession of another.



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By 7 pm, 13 boats were completed and included entries by: John Dixon, Martin Pengelly, George Bamford, George Paget, Dave (Lady Dane), Phill Little, Norm Ross, Glen Mitchell, Cristina Pow, Fred Bain, Terry Verbeke, Chuck Spong and his grandson, Sawyer, and Larry Freeman.

Local musician **Andy** (who needs no last name) began at 7 pm. The first dance was had by Phill and Nancy Little, who set the tone of the evening.



Sunday

The morning began at 9 am on the docks with coffee and an enormous variety of muffins provided by Eleanor Vandergaag. Eleanor made 4-5 different flavor of muffins **HOMEMADE**... Yum! Ron helped keep the serving plates full as we sampled the flavours.

The Inaugural Thetis Island Boat Race



Eleanor and Ron Vandergaag, our hosts, S/V Hollyberry

George Bamford was the race committee, in charge of logistics and the tricky issue of who the winner was given that boats went in three different directions!

Racers gathered at the north end of G and H docks (above). George and Lorraine supervised and photographed the race from their dinghy. Thirteen boats launched with a southerly breeze, but went in three different directions towards the shore(s) of the head of the bay. Rules were a bit sketchy, but the crowd cheered boats going in any direction. Early in the race we saw broach/capsize, pitch pole then recovery, unplanned rafting of vessels, and the rest struck out for distant shores. Norm's boat took an early lead and traveled the farthest. Glen's boat hit the east shore first, and Larry's boat landed second on the west shore.



Boats heading every which way – how to decide on a winner? Norm's Ross's Follie was overtaken by Martin's catamaran. They moved along together for a ways then both toppled over. George made an executive decision to give the prize to the boat that reached a shore first. Nancy embellished Phill's craft (far right) with ribbon from her birthday presents – deemed an acceptable add-on. The winning boat (right) was named M.Falcon (because Glen couldn't spell 'Millennium').



Race Director George with winner's trophy!

GULF SAILOR



A large contingent took off on a lovely hike on the local trails, lead by our local guide Eleanor. At the north end of the middle-distance loop, the group split, with about a third taking a longer route which ended up being much, much longer return than anticipated because they couldn't find the right route back.



Lunch was hotdogs and bratwursts and fixings on the lawn. Chefs Ragnar, Mike, John and Chris grilled away as the rest of the group gobbled up the goods.

It took 10 pounds of onions, peeled and sliced by Chris, Judy, Liz, Bernie and Yvonne and finally grilled to perfection (see John, below left), to satisfy the masses.

Games
Fender and Rope Toss:
Next were the games. Jane and Martin led the fender and rope toss. At least 27 men and



women competed. Terry Dixon and Ron Vandergaag wowed the crowd with "ringers" – landing the fender smack dab in the middle of the lift ring. The rest of the tosses were "touchers" "bouncers" and "clear misses."

Bocce Ball:

Rope toss was followed by Bocce Ball, led and judged by Glen Mitchell. There were eight teams of two players throughout the afternoon. The final match was John and Ernie versus Wolf and Judy; the winners were John and Ernie. Both participants and onlookers enjoyed the show.



Winners (John Dixon, Ernie, Revy's husband and Glen. Runner's up in the play-off were Wolf, Judy, Dar and Yvonne (Ernie's wife).

Dinner BBQ

Evening dinner was in the pavilion and grilling right outside. The yellow and blue outfits were stunning that evening. In particular, Larry matched his dessert to his attire: preparing this blueberry delight with yellow filling to add to the Ukraine theme.



Past Commodore Chris Stangroom made the evening remarks, filling in for Commodore Pat Costa.

GULF SAILOR

Fleet Captain Robert Sinkus thanked hosts Ron and Eleanor, Jane and Liz for selling 50/50 tickets, Dar for distributing the cards for the poker draw. George Bamford gave out the Boat Race awards: first place went to Glen Mitchell's boat *M. Falcon*; second place was Larry Freeman's boat *Alaska*.



Nancy drew the 50/50 ticket: Bernie was the winner of \$124! The remainder destined for Disabled Sailors.



There was an impromptu vote about whether to resume the costume theme for next year's Victoria Day 2023; the vote was nearly unanimous **in favour of costumes** next year!

Monday

The day began warm and sunny with just the right amount of breeze. The first boats to leave were those crossing back to Vancouver, and who left in time to catch the Porlier slack. One by one boats departed, amid farewells and plans to meet up elsewhere at anchor or reciprocals. Many sails were raised just outside Telegraph Harbour.

On another couple of notes, George P., left, underneath his disguise, but then isn't he always (!), replaced a zinc on *Contender* while Ernie stood watch.



And Terry stole a minute to finish a chapter, maybe not realizing that Lorraine was watching.

Larry and Elizabeth took on the job of scribe and photo provider – many thanks to both (Ed.). As ever Lorraine provided tons of pics (sadly not all used but filed away for later), and Glen also sent through lots of great shots too.



A boat by any other name would sail so fast...

My boat was named M. FALCON Because I couldn't spell 'millennium'. I also, in true GYC spirit, unabashedly copied the design from Martin but made significant improvements. Hehe. — Glen Mitchell



"You've never heard of the Millennium Falcon?"

"Should I have?"

"It's the ship that made the Kessel Run in less than twelve parsecs. I've outrun Imperial starships. Not the local bulk cruisers, mind you, I'm talking about the big Corellian ships now. She's fast enough for you, old man."

— Han Solo and Obi-Wan Kenobi

The Millennium Falcon, originally designated YT 492727ZED and formerly known as the *Stellar Envoy*, was a Corellian YT-1300 light freighter most famously used by the smugglers Han Solo and Chewbacca, during and following the Galactic Civil War. Oh?! I didn't know that! (Ed.)



GULF SAILOR

Post Thetis Excursion Gulf Island-side

After a beautiful weekend at Thetis, the weather gods promised a few more days of sunshine and mild winds. So a few boats took advantage of extending the weekend with a cruise down Trincomali to Montague.

Hollyberry, *Somerset* and *Perspective* spent two nights at anchor, hiking, learning new card games and of course enjoying a few snacks and beverages while enjoying all the amenities Ron and Eleanor have put in on the renovations to *Hollyberry* (see pics below).

On the second morning *Somerset* set a course to Sydney while we island folk headed north towards home. The NW wind provided a great close hauled sail. And since sunny days are a premium this year we took advantage of the day and ducked into Princess Cove on Wallace

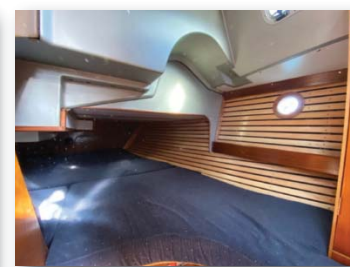
for lunch. I believe there may have been other members from the dark side of the club who were tied up at the dock in Conover.

The winds continued through the afternoon providing one of the nicest ever trips back to Ladysmith and making this year's extended Thetis experience one of our most memorable.

Thanks to all who made the trip over and who helped organize and make the weekend a great success.



Adele and Bruce Shuh,
S/V *Perspective*



Ron and Eleanor's boat reno is done and dusted. *Hollyberry* looks like she's back to brand new.

June Cruise to Bedwell Bay

Fresh caught crab for dinner and a peaceful night out of the wind – what's not to like? And for Robert, half the fun was just getting there.



Heading out Friday night at about 7 pm from Burrard Civic, *Reality* and her small engine gave her all to get to Bedwell Bay before it started getting dark. We caught the two bridge flood tides shortly after max flood. After clearing under Lions Gate Bridge there were some fun short and steep waves created by the 20 knots of easterly funnelled wind against the 6 knot flood current. Continuing into the Harbour the funnel effect eased and the winds calmed down.

I learned a new skill: navigating by GPS Speed. By paying attention to my GPS speed *Reality* was able to stay with the flooding stream of

water which after Brockton Pt and Burnaby Shoal headed toward the south half of Vancouver Harbour before heading towards the centre channel as the Harbour narrowed and the current pushed us towards 2nd Narrows Bridge. We gained about 2-4 knots of favourable speed for most of the time between the bridges.

The Railway Bridge master raised for us with no wait as the winds again funnelled and picked up, but not as strong as at Lions Gate. After going under the raised rail bridge, there were a lot of waves and upwellings pushing us along. Again, the GPS Speed was a great indicator of the fastest route. I noticed the current was also pushing *Reality* sideways quite a bit, and a nearby Tug going about a knot faster seemed to be doing the same thing.

As we closed on the Cates Park dock and rounded Roche Pt, the current faded. Even though I was under power, the dynamic of playing the currents and reading the water had been a lot of fun. It was an unexpected treat that was kind of like reading the wind and trimming the sails while sailing but different.



Robert Sinkus,
Fleet Captain,
S/V *Reality*

Bedwell Bay continued p.8

GULF SAILOR

Bedwell Bay continued from p.7

I arrived after about two hours for a journey that I had expected would take closer to three – great fun for us slow sailboats☺. I highly recommend riding the currents through the Harbour. I rafted up alongside *Boquerón* with *Tantramar* on the other side. We were swinging on *Boquerón's* anchor with plenty of chain out. (Our desired nook to stern-tie to already had a boat there). I learned that their earlier Happy Hour had been a success (as our GYC Happy hours always are!) and there was a lot of seal activity to entertain them. John was pleased to have received a fresh caught crab from the McLeod's to cook up for his dinner.

The forecast was for a bit of rain to persist through most of the weekend, but aside from the peaceful soothing patter of raindrops on the hull late Friday night, the skies held back, and at times it was almost, dare I say, hot as the sun almost came out – unusual considering the “January” weather and rains we had been having. Even the night wasn't nearly as chilly as expected.

Saturday morning I was surprised to find a guest aboard – a lovely Dungeness crab from the McLeod's which made for a delicious dinner Saturday in the cockpit!

Revisiting Silva Bay

Breaking down wasn't as bad as it might have been – Lorraine got to check out all the new things happening in Silva Bay and was happy with what she saw.

Near the end of sailing season last year, Somerset experienced problems with her Kiwi prop and had a prolonged stay at Page's Marina. Luckily, Silva Bay Shipyards was still in operation and Tammy supplied us with necessary repair parts. Sadly, the Shipyard closed for good that fall so be sure to have spare parts on board or don't break down in Silva Bay.



While George got underway and water, I checked out the changes at Silva Bay. I thought my findings might entice you back to the Bay if interest has waned through Covid and the long-awaited new marina.

A few new things have happened while new owners of Silva Bay Marina continue to wade through red tape to get up and running. Pages Marina, for example, has added a little general store complete with frozen prepared meats brought in from the north-island Woodfire Restaurant. They also have added a nice selection of wine and beer.

If you visit the new Fire Truck Grill parked in front of Pages Inn you can pick up some delicious Island-made spices for that dinner on board or just sit down at a water-side picnic table and enjoy a meal hot off the grill (burgers, fish and chips, tacos and more!).



Ladies won't want to miss the Pier Gallery Artists Collective, formerly located next to the old Silva Bay Marina. They have expanded and moved to what was once a general store in front of Pages Inn.

The weekend outdoor market did not happen while we were there, however it is still in full swing during the summer months. Islanders are also quick to add that their annual Art Studio Tour is still going each year. The local island bus and driver will happily pick up and drop off visitors at various studio locations.

To complete the story... With a little Loctite, nuts and bolts, George did a make-shift repair that allowed us to continue to Clam Bay and Montague. Our spare two-bladed standard bronze prop was installed immediately on our return to Lynnwood Marina.



Lorraine de la Morandière,
S/V Somerset



GULF SAILOR

When is a Trout Not a Trout? When it's a Salmon.



And is the Steelhead (in Doc Morgan's fishburger, for instance) a Trout or a Salmon? Maybe both! But what's the difference? Miles and I had no idea.

Confusion abounds: A salmon that starts off as a trout...

There's a lot of confusion about this – even amongst 'experienced' fisher folk. Maybe that's because the difference lies in where they grow up and not where they're born: they ALL hatch in freshwater waterways. But after that and a few years avoiding death as juveniles, a small percentage leave for a gap year, or two (or four), in the ocean before coming back to spawn. And then they do that again and, if lucky, again.



Suzanne Walker,
S/V White Wolf

And that's what makes the difference: life experience of the world, compared to the familiarity and comforts of home waters. The salmon spreads its wings, so to speak, while the trout remains more of a nesting-type fish.

So what do the experts say? Some trout that turn into some salmon...

The Canadian DFO contributes to the trout/salmon confusion question by declaring that the freshwater version of steelhead is known as 'rainbow trout', even though biologists know for certain that steelhead are more closely related to Pacific Salmon than other trout. So you can be forgiven for taking a contrary position on this subject – either way you're right AND wrong.

Bethany Lindsay, a B.C. journalist writing for the CBC, put it this way: "The fact remains that the steelhead really is a perplexing beast." They used to be in the genus *Salmo* like Atlantic salmon but are now deemed to belong to the same species as rainbow trout — *Oncorhynchus mykiss* — a trout that behaves like a salmon. She goes on to quote Paul Grant, a Species at Risk Act science coordinator for DFO: "All those trout hatch in gravel-bottom, fast-flowing, well-oxygenated rivers and streams," he explained. "Some stay in the freshwater all their lives and those are the rainbow trout. The steelhead are the anadromous form that migrate into the ocean and they change colour and get much, much larger than the resident rainbow trout."... "There's all these family trees and they do get reshuffled, especially nowadays, based on the genetic evidence. They're finding a lot of relationships based on genetics that weren't previously known."

Steelhead are *iteroparous* (reproduce multiple times) a strategy whereby some individuals (2-15% of a population typically) will return to the ocean after spawning – a process known as kelting – so Steelhead that have spawned and make it successfully back to the ocean are called kelts.

Same, same – but different! In so many ways.

So Steelhead are similar to rainbow trout but take off for parts unknown which makes them different from other trout. The less time they spend in freshwater, or the more recent their stay in the ocean, the more Steelhead take on the traditional Pacific salmon colouring of dark blue backs with spots and silvery sides. The lengthier a freshwater stay, the more a Steelhead resembles a Rainbow trout: silvery and bright with tints of orange and pink running through the scales.

And Steelhead are similar to other Pacific salmon in many ways but can be repeat spawners which them different from other salmon. Some Steelhead return from the ocean during November to May ("winter-run" Steelhead) at the age of four or five, while other younger Steelhead (aged three) will enter freshwater between April and October ("summer-run" Steelhead). Winter and summer Steelhead are genetically different, though they both spawn between January to May and often share the same stream or river.

More Interesting Facts About Steelhead:

Steelhead and Rainbow trout are closely related from a genetic standpoint. In fact, if environmental conditions (such as drought or habitat destruction) force the issue, Steelhead can give up their ocean-going ways and stay in freshwater. They are at serious risk of extinction in many areas of the Pacific Rim.

Steelhead are most likely to be found in eastern Pacific waters. They live for a long time, up to eight years, can spawn three times, but most don't survive that long (especially males).

Steelhead trout can be found from southern California to the Alaska panhandle, with major spawning grounds centered between Oregon and northern BC in coastal rivers and streams as well as tributaries to major river systems.

Not to muddy the waters further but you might like to be reminded that Steelhead salmon aren't the only fish with a salt-free doppelganger.

Sockeye salmon also have a freshwater-only variation – the Kokanee.

GULF SAILOR

Fleet Captain's Report



Overview of
cruises past and future.

It feels like we are returning to normalcy in our cruises. While Covid is still going on, our club cruising is back in full swing although changes to rendezvous plans may need to be made if Public Health orders change.

Reminder: in these times, health management is up to each individual – if you are not feeling well, please don't attend club events in person.
Looking forward to seeing you all on the water!

Recent Cruises

• **The Victoria Day Cruise**, Telegraph Harbour, Thetis:
The cruise was a great success with about half the fleet present. Eleanor did a really great job and has offered to host next year. It was great to see even more people using live location en route! Special kudos to **Chuck and Jennifer** who arrived with young **Sawyer** not feeling well, and left early the next morning to keep our fleet safe (even though Sawyer tested negative twice). Chuck and Jenn, your consideration is much appreciated.

• **Post Victoria Day Cruise**
We had many more people out! It's great to see these two weeklong spring Gulf Island cruises, one after Ladysmith and now Thetis, getting some traction. This increases our sailing fun and offers more value and support to our islanders who will soon make up 14% of our fleet (*Knotsure*, *Perspective*, *Spiritus II*, *HollyBerry*, *Tango*, *River of Dreams*, and coming soon *Good Vibrations*: 7 boats.



Robert Sinkus,
Fleet Captain,
S/V Reality

Upcoming Cruises

Look for details of cruises through to the August Long weekend in the cruise announcements elsewhere in this newsletter. By the time you receive this newsletter one cruise should be already happening:

- **Bedwell Bay, Indian Arm:** June 17-19
- **Canada Day Cruise, Smuggler Cove:** July 1-3, long weekend
- **Flotilla Cruise with John Dixon:** Month of July
Everyone's welcome to come and go on this amazing month-long flotilla from Smuggler, ending up in Comox.
- **BC Day August Long Weekend:**
 - **North: Filberg Festival, Comox:**
Join others in Comox for this self-led part of summer cruising. Filberg tickets are on sale now: **\$20/day or \$40/3 days**. Starts on Friday, July 29 and ends Sunday, July 31.
 - **Nautical Days, Comox:** a **FREE** festival, July 30-Aug. 1. Starts on Saturday, July 30 with a parade and ends with a Fireworks Extravaganza on Monday night, August 1st.

• BC Day August Long Weekend:

– South: Montague:

Usually hiking, swimming, and a visit to the Hummingbird Pub is on the agenda. No host as yet – any volunteers?

• **Labour Day Cruise at Newcastle:** Glen to lead, announcement with details to come later this summer.

• **Extreme Scream in Gulf Islands:** Sat Sep 24 - Fri Sep 30.
If Andreas has his boat, then he'll be happy to lead this cruise. Anyone interested in being back-up in case he doesn't? Please let me know. Thank You

• **Fall Cruise: Gibsons:** Friday, September 30 - Sun October 2
More details closer to the time.

We have many and varied cruises for you to join and enjoy. Have a great summer season out on the water with the GYC. See you out there!

GULF SAILOR

Fleet Captain's Report



This rendezvous will be in Smuggler Cove with a raft up against the northwest wall inside the cove (to port just after the entrance to the cove).

Stern tie rafting:

Unless you are the first boat to settle in, someone will usually be there to talk about where, or even if, you should drop your anchor – not everyone needs to and some simply raft to others already there. Take advantage of the Marine Park stern ties (whether anchored or not) – you never know which way the wind could blow.



What to Bring and What's Happening?

1700: Friday Appies: Your own appetizer for Friday (BYOA – appie and alcohol). The plan is to meet at Isle Capri (the island on your port as you enter Smuggler Cove).

1000: Saturday hike: Hiking directions: meet at the SW corner of the innermost cove. People often “dinghy-pool” to get there. We traditionally either hike around the west side of the Cove, or to the SE, over the boardwalk, and then along Brooks road to Halfmoon Bay (in the little Cove to the NE of Frenchman's Cove).

Another tip: Whether hiking or eating on shore, watch what the tides are doing so your dinghy rode doesn't wind up under three feet of water!



New to the Canada Day Cruise?

Raft-up Considerations

The raft forms to port after you pass the notorious rock in the entrance and enter the cove. It is accessible in all tides and stern-ties are provided.

Inner sections of the Cove are accessed over a shallow reef however, and once you're in you may not get out until the next high tide so beware!

Club boats will likely be there early to scare away interlopers and help you tie up. Dinghies may also be used as tugs to help get you into position – or to keep the single hander's boats in position.

Timing Notes

Canada Day is on Friday and is expected to be a travel day for many, although some may be arriving earlier to secure our rafting spot. Thank you Norm and Gladys!

Sunday is also likely to be a travel day for those headed either further north on the next leg of their cruise, or back to their home port.

Saturday is also a great day for swimming/paddling.

1800 Saturday Picnic Dinner: bring your own dinner, dishes, drinks, lawn chairs, etc.

Locations: Bruce will be deciding where we eat, but we usually either meet on top of Isle Capri (behind the raft-up), or on “Island 25” (when entering the inner cove, across from the beacon, it's to port and labelled 25MT on the map. At the time of printing, Bruce was expecting to have several barbecues available Saturday night for cooking on.

Sunday: Depart: Likely a travel day for those headed north on the next leg of their cruise, or back to their home port.

And last, but not least, there can often be many thirsty mosquitos that come out as the sun starts to set.

GULF SAILOR

Fleet Captain's Report

**Smuggler North through Desolation, the Discovery Islands and back to the Filberg Festival in Comox**

The basic plan is to head northwest after the Canada Day weekend at Smuggler Cove towards Desolation Sound, spend some time there, transit the Yuculta series of rapids and stop in Shoal Bay. There are still no firm plans other than to explore Desolation Sound, the Discovery Islands and any other places in the area that appeal. Everyone is welcome to join all or part of this cruise and I am totally open to suggestions regarding possible destinations, routing, stop-overs and timing. Updates and location of the fleet will be communicated on WhatsApp.

The expectation is to conclude the cruise in Comox on the BC Day weekend (July 29 to August 1) as this puts us at the GYC rendezvous enabling us to enjoy both the Filberg Festival and Comox Nautical Days taking place there.

The Filberg Festival July 29-July 31

The **Filberg** presents three days of **non-stop music** on two stages and over 130 top crafters, jewellers, painters, and artisans in the **Artisan Market**. Vancouver Island Brewing and Island Life are presenting this year's **beer garden** which encompasses the entire festival site so you can sip on the Island's best craft beer, wines, and ciders while visiting the artisans or enjoying the music. Take time to shop the craft booths and quench your appetite at the fabulous food trucks.

New to the festival is the **Ukulele Workshop**, where guests are invited to bring their ukuleles and join an interactive set on Saturday Jul 30. Internationally renowned clinician Peter Luongo will lead two fun-filled ukulele sessions for both beginners and veteran players! And if music lessons are not your thing, how about hula hoop juggling and diabolo lessons – for young and old.



Moorage at the docks is operated by the Comox Harbour Authority. You need to go to the east side of the breakwater to access this moorage.

Comox Nautical Days July 30-August 1:

In contrast, **2022 Comox Nautical Days "Free Festival of Family Fun"** is great all-day entertainment starting off with **Pancake Breakfasts** every morning. There's the **Annual Bullhead Derby**, a not-to-be-missed **Pet Parade**, **An Elvis Tribute Act** that repeats over the weekend of non-stop music, magic, and dancing. The last day features the **Build Bail and Sail** (an hilarious) event, a **Vintage Car Show** and **Nautical Parade** and **The Festival of Lights Fireworks Extravaganza** that closes down the weekend Monday night. Join the fun July 30 – August 1 at Comox Marina Park!



GULF SAILOR

Naida's first season cruising coming to an end.

With hurricane season fast approaching, Ken and Anne are on their final leg north to Puerto Penasco where they will tuck *Naida* in for the summer. We have already had the pleasure of their company at the last meeting. How time flies!

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:

The Remote Northern Sea: Tue May 17 2022

We left Santa Rosalia at 5am on May 9th as we had an 80 nm passage to complete to Bahia San Francisquito. It was blustery and the sea choppy as we worked our way north motor-sailing and giving Cabo Virgenes a wide berth as westerly winds from the Pacific blow through a gap across the peninsula and into the sea.

The winds are referred to as *elefantes* (elephant in Spanish) and are temperature gradient driven winds not unlike katabatic winds, in this case the gradient being from the Pacific to the Sea of Cortez (SOC). The term *elefante* refers to the long horizontal cylindrical cloud that is sometimes observed over land shortly before the winds start to blow into the SOC. We have seen these clouds and we've certainly experienced them, although not in strengths of 40 kts that we've heard about from other sailors. Fortunately the high resolution models in PredictWind does a good job showing these land effects.



We had current against for the first few hours as well, which made progress slow, but the seas calmed by noon, the winds shifted providing more wind power as we motor sailed our way into Bahia San Francisquito on glassy calm

seas and anchored by 7:30pm. Knowing it would be a long day Anne had thawed a previously made chicken curry which we warmed and ate before arriving, so there was only dishes to do and a check of the weather before turning in for the night. The weather showed that we should use the next day to make most of the northing to Puerto Don Juan (PDJ), before the strong winds were forecasted to pick up in 1-2 days. There are no other well protected anchorages for north winds along the stretch from Santa Rosalia to Bahia de Los Angeles (BLA). Puerto Don Juan is adjacent to BLA and is an all around protected anchorage. We heard from cruisers in Santa Rosalia that there's a community of 20 or so boats that summer aboard their boat anchored in BLA/PDJ where they can have access to good weather protection when needed, and access to provisions from the village in BLA.

We started our trip north with calm seas and little wind at 7 am May 10th. The wind did pick up and provided wind assist, although by the time we approached Punta Las Animas the

seas got choppy with wind funnelling between the peninsula and the mountains on large Isla Angel de la Guarda. We put in off Punta Alacranz (Scorpion Point) in Bahia Las Animas figuring we would do the remaining 10 nm to Puerto

Don Juan in the early morning when there was a forecasted window of calm. Punta Alacranz has a low headland to the north which doesn't provide much wind abatement, but the waters were calm and we had a pleasant evening and night at anchor. There are yurts up on shore in the bay, only a few of which appeared occupied. We also heard the coyotes on shore through the night. We left the next morning at 6am and had an uneventful passage to PDJ where there were a few boats at anchor – amongst them, our bungee boat *Vortice*, *Alma* whom we've seen in 3-4 anchorages since leaving La Paz,



Boats at anchor in Puerto Don Juan – an almost fully enclosed harbour that provided good northerly wind protection north of Santa Rosalia.



and another boat, *Hanoah*, with Roger aboard whom we'd met in Mazatlan where we'd chatted about his 2200 nm, 26 day passage from Costa Rica to Banderas Bay.

Over the next 24 hours, the anchorage filled up with 10 boats

all seeking protection from the winds blowing in the north SOC. We recognized the large fire-engine red steel-hulled 50 foot ketch *Muktuk* with Andreas and Birgit whom we'd briefly met last October when we shared a shuttle from Cruiseport Village Marina to the Puerto Captania to check out prior to starting our trek down the coast. We went over to say hello and they invited us and *Vortice* over the next evening for drinks and a shared meal. They are a German couple who have been cruising for eight years, 8 months on, 4 months off, as per requirements of work and family. They regaled us with stories of their adventures in the South Pacific and spoke fondly of the three months they had spent in Japan just before the pandemic. Out of Japan they voyaged to Alaska and through BC waters

GULF SAILOR



Naida continued from p.13

with limited opportunity to explore. They will be summering their boat in Puerto Penasco before heading back across the Pacific to Japan next year. We were impressed by their self-sufficiency aboard, grinding their own grains for flour, baking bread from a few different kinds of starters which Birgit takes with her when travelling between boat and home, and canning preserves, a few of which we sampled – mango and tamarind, and roasted eggplant and red pepper – with freshly baked focaccia bread. One of the sourdough starters is 140 years old. Anne's hoping to get some starter from Birgit if we cross paths in the fall when we are in the SOC.

Most boats left Puerto Don Juan early Saturday and were heading west and north as they look to get to Puerto Penasco before the end of May. We still have a few weeks so we headed east to Isla Partida Norte, to see some of the remote midriff islands. These rocky islands provide a safe sanctuary to many north american sea birds that breed and nest over winter and early spring. These include the Heermann's gull, the elegant and royal terns, and boobies. The steep-to and rocky islands don't have many protective anchorages for boats. Here on Isla Partida which lies on a 100 foot deep shelf surrounded by deep sea canyons of more than 1000 feet, we are able to anchor off the north side where we are protected from the south winds. To the north about 0.7 nm is the guano covered appropriately named Roca Blanca with a reef stretching north-westward.

We have spent the last two mornings exploring the area by dinghy. There's a sizeable community of sea lions at the rock and reef, many of which proceeded to escort us around for the whole hour we were there, playfully leaping and swimming in the water around and quite close to the dinghy as we idled along. We were likely as much entertainment for them as they for us! Unfortunately we did not bring our camera on the first day when the waters were calmer, but the second day we did manage to get some photos and videos which we'll post when we get internet access.

Adding to our delight in connecting with the natural world was our front row clear view of the lunar eclipse on Sunday evening, shortly after the moon rose over the low point on Isla Partida. It was magical, with the only small detractant

being the nonobos, pesky flies that don't bite but are persistent in landing on exposed skin.

The evening had a hot dry breeze which dropped the relative humidity to about 30%, very pleasant! ☀

Squid Sucking: Fri May 20 2022

One of the things about living on a boat is that there is always something to fix. We know one boat crew that when asked how they are will invariably reply with "Our boat is broken...we just don't know it yet."

One of my ongoing frustrations has been our outboard motor for the dinghy. I have cleaned, replaced, or rebuilt the carburetor many times in order to keep it running. Recently after making one functioning carburetor out of the parts of two I was very happy to have it running well. We hopped in the dinghy to go speak to the crew of another boat and on the way over I could smell gas, on the way back it was even stronger. There is a little rubber bulb on the motor to prime the carburetor when starting the motor cold. The rubber on the bulb had disintegrated and it was leaking fuel. Arghh! Yet another problem with this motor. In frustration I gave the motor the finger.

Actually, I cut the finger off an old rubber glove and used that in place of the priming bulb, but it did not last, the fuel quickly disintegrated the rubber material. I've now disconnected the priming hose that goes to this bulb on the assumption that it is rarely cold enough to really need this here in Mexico. We're reminded of the outboard motor described in John Steinbeck's Log of the Sea of Cortez which "liked to be rowed around the bay" as it would rarely run despite the constant ministrations. Our's is not that bad but it is likely there will be a new one in Naida's future and likely it will be fuel-injected.

When using the head the other day it suddenly would not pump in seawater. These units are pretty simple and the pumps have a reputation for short lives, so my immediate action was to take the pump apart expecting to find a stuck valve. The pump appeared to be ok but still did not work. The next likely source of the trouble was the throughhull that brings the seawater in. I pulled the hose off the valve, opened the throughhull and water flowed in freely. Hmm, maybe the hose...I pulled the hose off the back of the head and a little water poured out. I pushed the hose back on the head and tried pumping a bit more still feeling a lot of resistance as the pump generated suction on the hose. I pulled the hose off of the head

again and something was hanging out of the pump on the head. I reached back to pull it out and it was slimy...I wonder what this is...as I got a grip on it and was removing it from the pump I realized it was a sea creature and I was not sure I wanted to be holding it. Anne grabbed a container for me to drop it in and we then realized it was just a small squid. We had sucked this poor guy



They were definitely keeping their eye on us. And when we sped up they did too. On our second day exploring some escorted us all the way back to our anchorage.



GULF SAILOR



Naida continued from p.14

right through in the intake hose. When telling this story to some fellow boaters at dinner last night they asked if we had cooked and eaten it. We said no and they decided we were not real sailors! ☀

Warm Waters for Swimming:

Thu May 26 2022

The water temperature around the midriff islands and Puerto Don Juan was unusually cool at 18 C. Partly that's due to the deep ocean canyons and the currents in the Sea of Cortez that result in upwelling of cold water (and can cause fog). As we headed north from Puerto Don Juan the water temperatures have warmed significantly; 22 C at Isla la Ventana just north of Bahia de Los Angeles, and now a very comfortable 27 C here in Puerto Refugio on the north end of Angel de la Guarda. We've only been here a day and already we've been swimming three times. A swim after morning exercises was the best way to cool off. We're making great use of the cockpit shower, that reaches comfortably over the swim ladder on the transom, to rinse off the salt water when we come out. A swim after the morning hike in the desert was also called for. The temperature in the boat as I write is 30 C and we've got both fans going in the salon! Fortunately the relative humidity has been below 50% so we're quite comfortable in swim wear.



After our provisioning trip into Bahia de Los Angeles village (BLA), we headed back to Puerto Don Juan as Ken had committed to being net control for the Sonrisa HAM net for Sunday and Monday May 22-23, and he

did not want to chance having poor reception in more closed-in anchorages. The Sonrisa net is run by a fellow boater Bill who is based in Tucson and has excellent transmission throughout the Sea of Cortez. It's at 1330 UTC (currently 6:30 am our time) and focusses on providing weather information for both the outside of the Baja and the Sea of Cortez. At this time of year the number of boaters dwindles and when Bill needs to be away they are often short people to fill in. It does mean that we have been getting an early start to our days, and we're often surprised at how much we get done in the morning. Just as well since it's much too hot to be going ashore much later than 9 or 10 am.

BLA village also provided an opportunity for connectivity. Guillermo's is a restaurant and beach-front motel, that is the



go-to place for cruiser wifi access, while you sample their menu selection. We both had the Huevos Camarron which was one of the most delicious meals we've had in awhile. The omelette was chock full of vegetables sautéed in a flavourful sauce with lots of shrimp in and on top. It was the only meal Anne ate after breakfast that day.

We made the most of the wifi as we had not had network access since Santa Rosalia and would not have it again until Puerto Penasco in another couple of weeks. Otherwise our connectivity when we are off the grid consists of texting fellow cruisers with whom we've exchanged Iridium-Go contact info, and speaking with other boaters on the Sonrisa and Amigo nets or in anchorages. In BLA we visited the Museo Naturaliza y Cultura which had a variety of plant species in the outdoor portion (including a few elusive boojum trees albeit small ones at 1-1.5m tall, app. 30-40 years old), a mostly complete skeleton of a fin whale which can grow to 80 feet in length, and many displays of the history of the area. On this Saturday morning, we were joined by a few Mexican families who brought their children for a tour of the museo. For a small town - it felt a little like a deserted town in a western movie - the effort that went into the museo displays was quite impressive.



When in PDJ, we linked up with *Muktuk* and *Hanoah* crews again and had them aboard for buddha bowls of roasted vegetables, rice with cabbage and avocado all dressed with a peanut sauce. (Thanks for the recipe *Vortice*!) *Muktuk* brought scallops obtained from a fisherman in their latest travels and *Hanoah* brought a salad of sprouted lentils that they grow aboard with sundried tomatoes and almonds. We enjoyed their stories of offshore travels. The following day *Muktuk* crew were careening their boat on the beach in PDJ to clean the bottom, and we ended up aboard visiting as the boat floated off the beach and they lowered their retractable keel. It's quite the engineering feat to watch this hydraulic cylinder, oriented nearly horizontal, use two couplings to lever a 6 ton keel up and down.

Visiting with Andreas and Birgit that afternoon we heard about their professional interests - Birgit is a librarian of German-Romanian heritage and had recently curated a G-R children's literature exposition; and Andreas is a mathematician who has worked in software and still has clients. He recounted to us his recent interest in improving epidemiological modelling when he recognized the limitations of models used for COVID-19. He wrote some open-source software and has worked with a graduate student at a German university and is currently awaiting publication of their work. We shared with them our work in accelerator-based radioisotope production.

There wasn't much we needed to purchase when provisioning

GULF SAILOR



Naida continued from p.15

in Bahia de Los Angeles since we are on the home stretch in our cruising and we need to be using up provisions on the boat. In fact a roll-call of the pantry resulted in having to ditch a few things that had significantly exceeded their best before dates! Fellow Bluewater Cruising Association cruisers have warned about not leaving cans of acidic foods like pineapple and tomatoes on the boat as they can go bad and explode when temperatures get well up over 40 C. The only items that we'll keep on board will be dried legumes and grains as well as spices. Everything else will be donated to fellow boaters staying in Mexico (maple syrup anyone?) or the food bank in Puerto Penasco. Our friend Jeannette had brought us 1 litre of maple syrup at the end of March, and we've used it with our pseudo-psourdough pancakes – a James Barber recipe that uses eggs, yogurt and milk – in the morning, and otherwise as a sweetener in our margaritas. There's still a good 300 ml remaining so someone will get to enjoy some Canadian maple syrup in Mexico this summer.



We headed north out of PDJ and spent two days in Isla la Ventana where we had the anchorage to ourselves, other than the 18 or so students and instructors who were dropped off by panga for an overnight desert field work trip. We chatted with the instructors when we rounded by the beach in our kayak who said that the group was from a small Utah college and that the students spend a couple of weeks at the field-station across the way in BLA village. The instructor mentioned that



the students had been eyeing our Stand Up Paddle board on the boat. We offered to loan it to them and they made good use of it, going out one or two students at a time, that day and the following morning, including the evening where they could see the bioluminescence. Many of the young students paddled by the boat and thanked us for letting them use it. For us it was great to see the enjoyment they derived from it.

Isla la Ventana provided a wonderful opportunity to see a different variety of desert cacti, plants and interesting rock formations. We'll upload photos taken of plant specimens once we



have network access. The one note-worthy plant was the flowering agave which put much of the plants reserves into the growth of 4-6m tall flower stems once every 20-30 years. The flowers had a slight sweet smell, nothing like the rotting flesh odor of agaves that are bat-pollinated which Anne has read about in *Gathering the Desert* by Gary Paul Nabhan.

After two wonderful days at Isla la Ventana we set sail for Puerto Refugio where we'll wait for a weather window for our overnight trip to Puerto Penasco where we'll prepare the boat for dry-dock in the Sonoran desert summer heat! We'd heard on the net in the morning that no-seeums were bad in Refugio, but so far with care, including spraying our screens with bug-spray, we haven't seen many of them. Fingers crossed that they stay away for our next two days of exploring the area! 🌞

Shrink wrapping our first cruising season:

Wed June 22 2022

We left Puerto Refugio Sunday May 29th for an overnight sail to Puerto Penasco at the northeast corner of the Sea of Cortez. There were strong westerlies forecast that we had been waiting out but the usual dilemma arose of whether to go when there was definitely wind, and maybe too much in the way of strong gusts, or wait until there was definitely not too much wind but maybe also not enough wind. We chose to go with maybe too much wind but still had too little at the beginning. The tide change in Puerto Penasco was about 16 feet. We timed our departure so as to arrive after low tide and on the rising tide the following morning. In the end we motored for the first 8-10 hours and then sailed at a moderate speed the rest of the way. It was our first overnight sail in several weeks and as always it took some time to acclimatize to sleeping with the rocking motion of the boat underway, especially as the swell was mostly on the beam during the night.

On our arrival we stayed at Sun Marina and wandered over to the Cabrales Boatyard to organize our haul out. This boatyard has been in operation for three generations, originally building fish boats. When that market collapsed the Cabrales family looked for other business and it has become a popular place for cruisers to haul for hurricane season. We had corresponded with Salvador Cabrales III via WhatsApp over the preceeding weeks to confirm our dates and plans for storage. It was good to finally meet Salvador and see the yard. Salvador highly recommends a meeting prior to haul out for newbies to the yard like us.

The slip for hauling out is nearly 30 ft wide and consists of rough concrete walls. At low tide there is no water in the slip. When you do come into the slip, four long mooring lines need to be thrown to workers on shore so they can stabilize the boat against the current and keep it off the walls while the slings are positioned prior to lifting the boat. The boat is then lifted enough to bring the bow forward to the shore while the crew scrambles off before the lift is completed.

After observing this we agreed to haul out the next day so it

GULF SAILOR



Naida continued from p.16

was back to the boat for us as we had our work cutout washing down the outside, getting the dinghy on deck, changing the oil, and taking down the sails that evening when the wind lightened sufficiently. There was a young couple on the dock in the marina who were heading in to the Sea of Cortez who were happy to take much of our surplus staples – including almost half of our 1 liter maple syrup which our friend Jeanette had brought down when she came to visit. We apparently didn't consume enough pancakes or margaritas! (Maybe they are canagaritas if maple syrup is the sweetener??)

By mid-day on Tuesday, May 31st there was enough water in the haul-out slip and soon after we were on stands beside a huge rusting unfinished shrimp boat where we stayed for the next two days decommissioning *Naida*. She was then moved to across the street to the storage yard where she will spend the summer among friends.

We'd booked an AirBnb apartment a 10 minute walk from the boatyard in order to simplify the logistics of decommissioning the boat. It worked well having a separate place where we would have dinner (we had leftover frozen meals which had not been consumed on passages), shower, sleep, and have breakfast before putting in what amounted to 3.5 long days at the boatyard. And the best



Naida after a pressure wash in front of a shrimp boat under construction.

part was the air-conditioning as the days on the boat got up to 32C.

The process of decommissioning is involved and we'd put together a spreadsheet of tasks for each of the boat



Cabrales boatyard.

systems to leave them in standby for the five months we would be away. We had the benefit of a list from Rob Murray on *S/V Avant*, a Bluewater Cruising Association



Naida looking naked!

member, as our starting point. It included things like removing all canned goods as acidic contents like pineapple and tomatoes can go bad and tins have been known to explode in the heat. Up in Puerto Penasco, on the edge of the Sonoran Desert, mold is not as much of an issue as it can be further south in the summer, so we did not wipe all surfaces down with vinegar. The dust is an issue and we arranged with the boatyard to shrinkwrap the top of the boat to limit dust ingress and also to reduce UV exposure. Ken pulled all the halyards putting nylon messenger line in place to rerun the halyards in the fall. The engine was flushed and had an oil change, the watermaker was pickled, all lockers were gone through with excess items removed and given away, and the remaining contents were draped in plastic dropsheets. The pantry was emptied except for dried legumes and grains, the galley got a thorough top to bottom cleaning, and the locker contents were also covered with plastic sheeting. The reasoning being that it will be easier to wipe down the dust from the plastic rather than from all the locker contents! The settee and cabin cushions were also collected together and, along with gear bags, covered with plastic dropsheets. All boat sheets, towels and clothing was laundered and stored in vacuum bags along with pillows and quilts. All exterior canvas was removed and the dinghy motor rested in the cockpit in preparation for shrink wrapping.



Shrinkwrapped Naida.

We had picked up much of the hardware needed for decommissioning in La Paz as this was the last urban centre before voyaging north. There were hardware stores near the boatyard in Puerto Penasco, but not sure we would have found everything there. The other plus to the Cabrales Boatyard is the WhatsApp group of cruisers in the yard, where one can usually find another boater that has what you're looking for.

Once the boat was decommissioned we celebrated a successful cruising season with the bottle of champagne that Commodore Chris and the Gulf Yacht Club gifted us on our departure from Newcastle Island last September.

We left Puerto Penasco on a shuttle with our four gear bags (2 large and 2 small) on June 4th aboard a 12-passenger shuttle driving 1.5 hour to Sonoyta on the US-Mexico border where we walked across to the other side and then boarded another shuttle van for the two hour trip to Phoenix.

Although we were a little forlorn at the thought of leaving



Toasting the end of the trip with GYC champagne

GULF SAILOR



Naida continued from p.17

Naida behind, we were exhausted from the decommissioning and did not have any great desire to spend more time in the hot and dusty boatyard. We had a few days of R&R in Phoenix where it was 40C and forecast to be even hotter after we left. We'd chosen a hotel close to the Heard Southwestern Native Museum which we knew we'd

want to visit, and as it turned out our hotel was located on the light-rail transit line which was convenient and inexpensive (\$4 day-pass) for getting around. We spent one morning at the Desert Botanical Gardens where the renowned glass artist Chihuly had numerous large pieces displayed both outdoors and indoors. The DBG is worth a visit on its own, and with the Chihuly exhibit it was over the top! A nice way to wrap up our cruising season. ☀



Dale Chihuly glass blown palms at the Desert Botanical Gardens entrance. The blending with the natural surroundings is elegant.



We're now back in Vancouver, catching up with friends and family, getting to dentist and optometrist appointments, and getting ourselves organized to do some camping in Central and Northern BC this summer. We are ok with taking a break from cruising on the water and are looking forward to some time on terra firma. We won't be posting to this blog again until we return to the Sea of Cortez in late October or November.



A change of scene: camping shakedown at Nairn Falls, BC. Many more layers of clothing needed here!

GULF SAILOR



Minutes

of the Hybrid Zoom General Meeting, June 13, 2022

The meeting was called to order at 19:32 hrs by Commodore Pat Costa.

COMMODORE COMMENTS AND WELCOME

- Commodore Costa welcomed everyone to the meeting promising to keep it short so we could get to the evening's much anticipated speaker, well-known local author and CBC personality, Grant Lawrence. She offered thanks to Staff Captain Doug MacLeod for making this happen. The next regular club meeting will be in October after the summer break and the September pub night.
- Commodore Costa asked if there was any business arising from the minutes of the last meeting. No business arising.

REPORTS OF OFFICERS:

Executive Officer –

- Martin counted 29 members in attendance in person and 13 online. Silver Ship ballots were handed out.

Treasurer –

- Chris Stangroom reported for Glen who was absent due to a workshop accident. Bank balance is \$19,388 with \$602 in expenses in May and \$483 deposits.

Staff Captain –

- Doug indicated that Grant Lawrence's books would be available.
- September meeting will be a pub night, likely at Mahony's in False Creek.

Fleet Captain –

- Rob reported that the Victoria Day Weekend rendezvous at Thetis Island was a big success with half the fleet attending. Thanks to Ron and Eleanor for doing an excellent job of hosting the event and agreeing to do it again next year. With recent moves from the mainland by several members, 14% of the fleet is now in the Vancouver Island area.
- Upcoming events:
 - Bedwell Bay this coming weekend, June 17/18/19. Don and Laura McLeod are hosting. Plans include dinghy happy hours, dinghy trip to Twin Islets and a hike to Jug Island.
 - Smuggler Cove on the Canada Day long weekend. Bruce Edmond will be hosting.
 - Post Canada Day, John Dixon will be leading a Flotilla Cruise through Desolation Sound and the Discovery Islands for anyone who is interested in participating. As usual there is no agenda or firm plans; the group will take each day as it comes. The cruise will end in Comox.
 - BC Day long weekend destinations: Comox (with the Filberg Festival and Nautical Days) for those heading north and Montague Harbour for those in the south. No host yet for Montague.
 - Labour Day weekend will be at Newcastle Island.

Executive Officers Present:

Commodore	Pat Costa
Fleet Captain	Robert Sinkus
Staff Captain	Doug MacLeod
Executive Officer	Martin Pengelly
Past Commodore	Christie Stangroom

Other Officers:

Hon. Signals Officer	Andreas Truckenbrodt
Gulf Sailor Editor	Suzanne Walker

Absent:

Vice-Commodore	Cathie West
Hon. Secretary	Cecilia Wong
Hon. Treasurer	Glen Mitchell

- Extreme Scream flotilla cruise will be at the end of September. Details to follow.

Hon. Signals Officer and Council of BC Yacht Clubs –

- Andreas indicated that there was so much information from Marine Parks Forever Society that he will make a written report for the Gulf Sailor.
- He is working on developing a way for members attending GYC meetings online to vote for the Silver Ship Award.

Secretary • No report.

Vice Commodore • No report.

Past Commodore • No report.

Gulf Sailor Editor –

- Suzanne said the latest edition would be a bit late and encouraged contributions.

Commodore –

- Pat commended Glen, Cecilia and Suzanne for their work on the roster. Because of Covid distribution was somewhat tricky and she urged members who have not received their's to contact her. Once all rosters have been distributed, extras can be purchased for \$10 each.
- Our 50/50 contribution to Disabled Sailing was delayed as no one has been carrying cash. \$124 was recently collected at Thetis and will be remitted.
- Pat welcomed new member David Kramer and welcomed back well-travelled GYC members Ken and Ann who are on summer hiatus from an extended offshore cruise to and around Mexico.
- Pat also welcomed two prospective new members.

Business Arising from the Reports • None

NEW BUSINESS • None

Motion to Adjourn by Rob Sinkus. Carried.

Meeting adjourned 19:52 hrs.

Presentation:

- Grant Lawrence: readings from *Return to Solitude*

Minutes prepared and respectfully submitted by Terry Dixon, *S/V Tantramar*, as Hon. Secretary Cecilia Wong, absent.

