



# GULF SAILOR

## CRUISING UNDER SAIL



*Why some of us don't care to go cruising in November! But these crazy racing folks sure do! (Ed.)*

### It wasn't only grey – it was pouring too.

We've taken the bedding home, and our thousands of hats and mismatched gloves, and our aged GPS, to clean and tuck up for the winter, hoping the former will lose its boaty smell and the latter still kind of work when we turn it on in the spring. It's always with a heavy heart this has to happen, but the truth is I no longer have the heart to head out in a rainstorm.

I will rely on Glen to trumpet the joys of winter sailing.

How about scuba diving in all weathers and seasons? Picking up garbage off the ocean floor? Well, someone has to do it, and we are lucky that Amber is one of those people. She will be attending our meeting on Monday to tell us what it's like, why she does it, and what it means for our underwater environment.

Part 2 of **Ken and Anne's** provincial adventure tour almost gets them to the end of it, but there are still a few more pages to go before they get home. In their now life they have gone back across the border and are revving themselves and *Naida* up before pushing off for new horizons to sail towards.

**Bruce Edmond** was part of a sizeable Parker Island contingent who enjoyed themselves immensely after the Labour Day long weekend. He reports on what went on and makes a strong case for a return visit if the club can wangle another invitation.



**Ken** forwarded a story from a cruising friend who just barely survived a direct hit from Hurricane Kay last September and coincidentally, **George Paget** sent along some photos of the mayhem created in his marina by our very own galeforce winds. And finally, I have put together a bit of a story about the problem of the abandoned boats that are littering our anchorages. More soon...

Suzanne Walker, Editor *S/V White Wolf*

### NOVEMBER 14

## Out of Sight



**Amber Mae**  
– the Underwater Angel –  
introduces us to an underwater world of garbage unseen by the average person.

Staff Captain's Report Continued p.2

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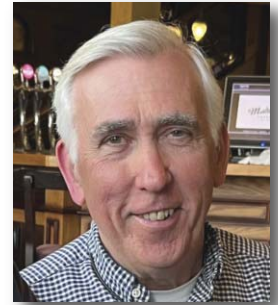
## Staff Captain's Report



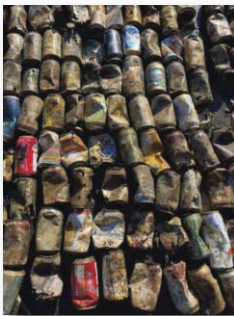
**Amber Spitkovski**, an associate of Divers for Cleaner Lakes and Oceans and self-confessed ocean conservation enthusiast, will be joining us on November 14th for a fascinating evening with an important message.

### Out of Sight!!

Unless you're a diver, you will not be familiar with the underwater world of garbage that exists just below the surface. In this presentation Amber will provide us with an overview about marine debris, dive clean ups, and the importance of keeping our waters clean. Be prepared for many interesting and surprising images of marine debris and underwater creatures!!



Doug MacLeod,  
Staff Captain,  
S/V Willpower



See you on November 14th!

Amber's company, Underwaterangel Diving Services, is environmentally conscientious and believes in contributing to the community that it is a part of. She is a member of numerous organizations – The Diving Industry Association of BC, Divers for Cleaner Lakes and Oceans, Marine Life Sanctuaries Society, and Project Aware – that all promote scuba diving and work towards the preservation and restoration of the underwater environment.

You will remember marveling at the loads of junk Amber and her colleagues retrieved from the bottom of Snug Cove (above left) during our Shakedown cruise last March.



### We need GYC members to step up and make presentations.

Perhaps you've been on an exciting, exotic cruise or you have DIY experience that you can share. There are two opportunities. If its short, 10 to 15 minutes, we'll slot you in after the **AGM on January 9**. If you have a full-length presentation, contact me and we can find a date in 2023. Presentations by sailors are always enjoyed by other sailors so take the plunge and give a talk at a GYC meeting.

### GYC Christmas Sing-along, December 12

Christmas is coming! The GYC kicks the season off with a sing-along. Start thinking about a dessert or appetizer to bring that evening and keep those vocal chords limber.

## MAKE SURE TO SAVE THE DATE FOR The GYC Annual General Meeting

**Vancouver Maritime Museum January 9, 2023 19:30 hrs**

The meeting will be available **on Zoom** for those living away from the Lower Mainland and we will have a large screen at the meeting showing the remote attendees.

All active members and honorary life members are entitled to vote.



# 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*  
[dandg@portal.ca](mailto:dandg@portal.ca)

## Commodore's Message

As the atmospheric rivers ushered us into November there is the realization that our cruising season is over for the most of our GYC members. Winterization projects are hopefully completed or well underway. Some fortunate individuals have already departed for warmer climes.

The activities of the GYC, however, do not grind to a halt. Cathie West and Chris Stangroom are putting the finishing touches on the festivities of our Annual Awards Dinner and Dance to be held next week at RVYC, November 19th. After a COVID hiatus, we once again will dine and dance in style. Thanks to the membership for their continued support and early purchase of tickets.

Our fall in-person events have resumed at the Vancouver Maritime Museum under Staff Captain Doug MacLeod's guidance with Nicole from Evolution Sails giving a comprehensive talk on sail design and construction at the October meeting.

While Doug and Andreas have been keeping our Zoom attendance option viable for non-resident members and/or those "under the weather," I can't stress enough how important **in-person attendance** is to the viability of the GYC. The Maritime

Museum is centrally located, with free parking, and we provide a coffee bar for each meeting night, continuing a tradition begun in 1970 at the Jericho Tennis Club but moved to its present home several years later. In-person attendance has noticeably waned, not only because of Covid, but clearly exacerbated by it. With restrictions lifted we had hoped for a return to pre-covid participation, but sadly that has not materialized.

This venue is a major budget item for the club and there has been discussion of this, and other budget items, at the Executive level. Is the writing on the wall? If attendance is not maintained at a sufficiently high level, should the tradition of holding in-person meetings be reexamined? You be the judge and let the Executive know your verdict and the reasons behind it.

Speaking of our Executive, we meet the first Monday of each month (but not in the summer) and we are currently meeting via ZOOM. Our elections are held at the January AGM. Please contact Chris Stangroom if you are able and willing to sign up.

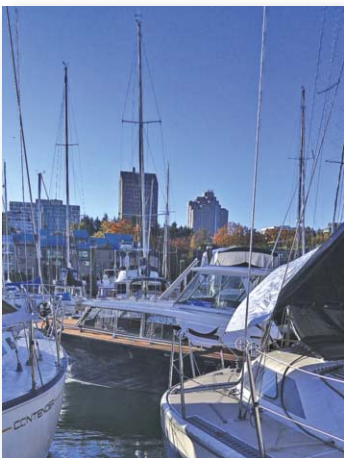


Pat Costa, Commodore,  
*S/V Sparkle Plenty*



*With social distancing no longer required and masking not mandatory either, we thought members would be happy to be back to pre-covid socializing, but that has not been the case. What to do about it?*

## Things That Go Bump in the Night



My badass Rocna anchor is always on guard. We had a strong NW last night and 110,000 homes were without power. A November gale with riff raff anchored(!) in the creek, this one, not so *Swell*, by a 15 lb Danforth and 8 feet of chain. The rode was a new 1/2" crab line (recently stolen). By all reckoning it should have held.



George Paget,  
*S/V Contender*

Grrrr.

I wonder "Do they have insurance?" There was no damage to the marina boats. My Rocna anchor was still barking at the intruder when I left.



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## New! Little Parker Island Visit

Following a great Labour Day Rendezvous 13 boats in the fleet took up an offer of a weekend exploring Little Parker Island. Here's hoping for a return visit next year!



Montague harbour. GYC members were invited to arrive on Friday for a few events on the island during the weekend. Jeff Bickerstaff is in the Helicopter leasing business and less than a week before our scheduled visit there had been an accident with a helicopter on the island. The helicopter ended up on its side in the water. Those on board including Jeff were injured but there were no serious injuries. Photos of the helicopter show that it was probably a write off. Despite the accident Jeff still wanted our visit to go ahead.



Proximity to Montague was great as it enabled our boats to grab a mooring buoy and then transit over to Little Parker. We had a good turnout of 13 boats, with some participating in one, two or all three of the events over the weekend. Boats attending were *Feliner*, *Unity*, *Forever Young*, *Tantramar*, *Moondance*, *Hollyberry*, *Tango*, *Tutta Bella*, *Somerset*, *Honu III*, *Cormorant*, *Lady Dane* and *Kiwi Kruza*.

On Friday evening we had appies on the deck of the house on the island. It is a spectacular setting with the huge deck facing north and the weather was terrific. There were enough deck chairs and loungers on the deck and surrounding grass to accommodate double our number! Jeff had broken his leg in the helicopter accident but was in attendance. On Saturday we returned to the Island and Jeff's friend Dan Sinclair an accomplished offshore sailor was there to give us a tour of the rest of the island. Barry had set up a bbq on the beach of the isthmus which is at the south end of the island and we all enjoyed a lunch of hot dogs with all the fixings. Later afternoon many in attendance returned to the Island for a pot luck dinner.



It was a good event in a great location. Many thanks to Jeff and Dan for their hospitality and particularly Barry and Katherine for organizing the event and treating GYCers to a fabulous lunch.



Bruce Edmond  
S/VKiwi Kruza

We had a new event this year. It was the weekend after Labour Day and took place at Little Parker Island. Barry and Katherine Van Leeuwen are good friends of Jeff Bickerstaff who owns the island. Barry had mentioned the GYC to Jeff so he gave an invitation for our club to visit.

The Island is joined to Parker Island by an isthmus and forms a west boundary to





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## Abandoned Dreams

Derelict and abandoned boats are a frustrating and alarming issue facing British Columbia's coastal communities today, but a new government program offers hope.

Pulled from articles by *Desiree Miller, Diane Selkirk, Darren Kloster, Sam Burkhart*: Stories in the Media.



*Reaching the end of their usable life cycle, with current disposal options being prohibitively expensive and no way to track ownership, old sail and powerboats are being left to rot on their moorings in public anchorages.*

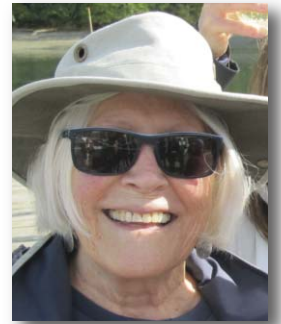
*This boat in Degnen Bay was finally brought up and disposed of safely August 18, 2022.*

Abandoned and wrecked boats are a problem that has plagued communities around the coast for decades, and until recently was something that few could do anything about.

**Beginning in 2023, boat owners may find themselves paying two new fees:** if all goes ahead as Transport Canada intends, starting in 2023, a five-year Pleasure Craft Licence (PCL) will cost a boat owner \$15, and a new Vessel Remediation Fund will be funded with an additional \$10 per vessel every five years—to be paid at the same time as your PCL fee.

Currently there are roughly 100,000 pleasure craft licensing service requests processed each year in Canada, free of charge. While current licences are good for 10 years—there are still grandfathered licences out there that have no expiry date. The proposed change would set the service fee at \$15 to process an application to obtain, renew, transfer, or duplicate a new five-year PCL. Transport Canada estimates it currently costs \$15.55 per transaction.

The new regulations will include all pleasure craft, regardless of length, equipped with motors of 10 horsepower (7.5 kilowatts) or more, as well as



Suzanne Walker  
S/V White Wolf



*Friends counted 14 people, 2 dive boats, 2 tug boats and a pile driver/crane barge were involved in the salvage operation in their crowded anchorage. The sunken boat, Miss Sandy, had been towed out of Nanaimo harbour by the Harbour Authority 4-5 months before it finally sank near the entrance to the anchorage. Coast Guard officials periodically checked on the operation to assess the progress of the job.*

all boats over six metres in length with small or no motors (with the exception of human-powered canoes and kayaks).

The regulations will also be updated to give Transport Canada the authority to suspend or cancel a licence and all the old no-expiry-date licences will be phased out. These changes are intended to help keep the licence database up-to-date, making it easier to identify an owner in an emergency, or in the case of a wrecked and abandoned boat.

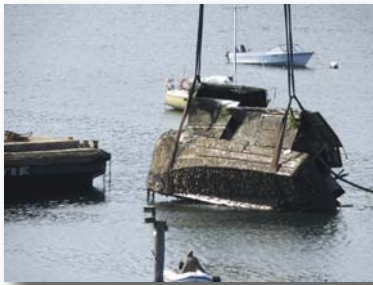
Historically, boats in BC were made of wood and most pleasure craft were converted logging or fishing vessels. Pleasure boating didn't exist as we know it today, and was largely reserved for those who could afford it. When these boats reached the end of their lifespan they were simply left

to decompose or burned on the beach, with just a few scraps of metal left behind. After the introduction of fibreglass boats in the 1950s and '60s, however, everything changed. Fibreglass was hailed as indestructible, low maintenance and affordable.

Peter Robson, former editor of *Pacific Yachting* magazine is now the president of the Pender Harbour and Area Residents Association on the Sunshine Coast says they have seen a significant increase in the amount of abandoned and dilapidated vessels in their bays and it is one of the organization's mandates to manage the issue.

"The 1970s and '80s saw a huge surge in boat-building and working people were able to buy and experience boating," says Robson. "Now, 40 years later, we are seeing many family

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cruisers at the end of their useable lives, with worn-out engines and equipment. Fibreglass hulls however, were built to last forever, and now that's the problem, they don't break down and are actually lasting forever."

While metal and wood can be recycled, there are no viable recycling options for fibreglass hulls, so they end up in landfills, sunk or broken-up on shores, where they often remain.

With owners nowhere to be found, the removal and disposal of abandoned boats has to fall on someone's shoulders. Until recently, there has been a circle of finger pointing between municipal, provincial and federal levels of government, along with the Coast Guard and Transport Canada, and no one agency with the budget or mandate to solve the problem on their own.

According to Islands Trust, "vessel owners are able to dispose of derelicts at a private operation in Richmond and at landfill sites subject to the terms and conditions imposed by local governments." But more often than not the owners of these vessels are nowhere to be found.

"This is one of the challenges of the whole thing," says Adam Olson, a former Saanich councillor and Green Party candidate for Saanich North and the Islands, who has worked with various levels of government as well as the Islands Trust on this issue, "the problem is red tape and finger pointing."

Your average pleasure boat was built and designed for decades of cruising. After the original owner has aged-out of their boat, or is ready for a change, they sell it. Typically, the boat will find another loving owner and the cycle will repeat until parts start to fail, break or decay beyond repair. Or, an owner gets sick, can't manage it any longer or dies, and the boat is given to a family member or friend who cannot take care of it for a number of reasons: not a boater, cost, maintenance and so on. In the end, as a boat's ownership cycle winds down there comes a point when it needs to be disposed of.

"Until the recent collaboration between government agencies, there was not one singular agency that dealt with abandoned boats," says Lisa Geddes, manager of special projects at Boating BC. "If a boat was a safety hazard or posed a navigational hazard or hazard to the environment, meaning it was leaking something into the ocean, then a government agency like the Coast Guard or Transport Canada would come and deal with it. But if not, then nobody had the resources to deal with these boats properly."

Often, it's been left up to volunteers and community members to take it upon themselves to sort out the money and lengthy process of removal. It can take months of energy to serve notice, get approval to remove the boat and organize the contractors to get the work done.

John Roe of the **Dead Boats Disposal Society** has been work-

ing on marine cleanup since the '90s. The Dead Boats Disposal Society focuses on inventory, assessment, testing, removal and disposal of dead boats. The majority of their members are volunteers, and through their network on Facebook they have become a go-to for many of the BC communities struggling with what to do when bays start filling up with problematic vessels.

Since these boats are still technically someone's property, and so long as the vessel is not in a restricted area, or a hazard to navigation or the environment, Canadian common law allows boats to anchor indefinitely. Much to the frustration of active boaters and coastal communities, this means that most safe anchorages with easy access to a town or city will have at least a few boats that sit idle for years on end.

By the end of this fiscal year, Roe estimates the Dead Boats Disposal Society will have removed 89 boats in and around Vancouver Island and the Gulf Islands. While it's hard to pin point the exact number of boats abandoned, documented aerial footage and community assessments estimate at least 800, and likely hundreds more remain.

Community organizations, boaters and government officials have long advocated for a solution to the problem. It's been a complicated and expensive issue to address and it wasn't until 2017 that there was a light at the end of the tunnel. This is when the federal government decided to dig in and unpack the complexities by launching a number of initiatives simultaneously to address this issue as part of a national abandoned boats program.

In March 2019, the government announced **Bill C-64: Wrecked, Abandoned or Hazardous Vessels Act**. The Act recognizes that these vessels pose environmental, economic and safety hazards and are a concern for coastal and inland water communities across the country. Through the **Oceans Protection Plan**, the Government of Canada was hoping to increase owner responsibility and liability for vessels, address irresponsible vessel management and enable the Government of Canada to remove problematic vessels.

**Boating BC** has launched an awareness and outreach campaign in BC to remind boaters of their responsibility to dispose of their boat properly when it comes to the end of its useful life. Funded by a grant from Transport Canada, their website offers a wealth of resources for boaters, including information on boat disposal services in all regions of BC.

Along with public awareness, the act also includes funding for some of the removal. Although it's not nearly enough to deal with all of the vessels, it is a start. The cost for removal varies based on where the boat is located, whether it's intact or in pieces, if it's submerged and so on. Disposal can range from a basic tow away, to having to contract a diver, a barge, a tug and more. The costs can go from a few thousand to tens of thousands of dollars and government funding covers only a part of the expenses, so volunteers are still left to find funding in other ways.

While this new act is a step in the right direction, there is still a long way to go.



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## Surviving Hurricane Kay Last Year

Ken passed along this story from a solo sailor they met cruising last year. It is about his experience of riding out Hurricane Kay in the north of the Sea of Cortez.

On Thursday, September 8, we experienced Hurricane Kay here in San Felipe, at Fonatur Marina, with sustained 50 kts and gusts of 64 kt (our anemometer maximum).

Windyty predicted wind from the east southeast and got it wrong. When the storm was at it peak, coinciding with high tide, at about 02:00 Friday morning, the wind was coming from due north, full force through the breakwater entrance. Of course this set up a swell and we came very close to catastrophe.

The docks were bouncing and twisting out of sync. The boats were hobby horsing and thrown back and forth in the surge. Dock lines were snapping. Luckily there was a crew of Mexican Marines on the two patrol boats that station here. I had 16 mooring lines secured to *Hanoah*. The forces generated by the surge was scary. *Hanoah* was being blow off the dock and with the dock bouncing and *Hanoah* pitching it was impossible for me to get off the boat and onto the dock.

At about 02:00 it was bad. I snapped two forward spring lines, 5/8" three strand nylon. These were very important lines in my system. At this point the rain felt like gravel on my face. A Marine came to help and I passed two lengths of 3/4" eight braid and got that secured. I believe the high quality eight braid contributed to saving *Hanoah*.



Ken Buckley  
S/VNaida



While the Marine was helping me the boat on the other side of a double wide slip snapped all her forward lines, the bow lines and spring lines just simultaneously broke. The boat, a 40 ft Crealock swung sideways and began destroying the finger slip separating her from *Hanoah*.

The owner of the Crealock got a line across and a crew of Marines pulled the boat slowly back into position until she was secured.

I had arrived in Fonatur San Felipe about six weeks ago and was able to position *Hanoah* on the best slip. My finger pier was 60 ft long and I was in a double slip with no one beside me. So *Hanoah* was being blown away from the dock, plus I had lines pulling me away from the dock.

The long finger pier gave me the advantage of long spring lines forward and aft, and of course lines going off the stern. So *Hanoah* was in a web as the surge sling shunted her back and forth.

There were seven other yachts, three unattended, and they were all on slips (finger piers) that were too short. So these boats crashed repeatedly into the dock and suffered damage. The Fonatur Marina slips are too short for cruising boats. The physical condition of the slips and connections and so forth are also shockingly bad.

For several hours we all thought the marina was very close to breaking up. I put on a life jacket. Packed my back pack with passport and money. When the Crealock broke free I thought this could begin the domino effect.

There was no one from the Fonatur Marina there to help us. The Marines from the patrol boat definitely saved the Crealock from being destroyed and saved *Hanoah* as well.

The government Marina, where the Coast Guard is stationed was completely destroyed. All the slips are up on the beach. At around 04:45 the tide had gone down enough to reduce the surge. And then when the sun rose, even though it was blowing, we felt safe.





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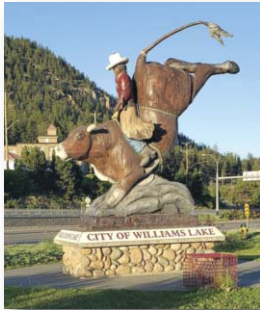
## Naida's Crew's Summer Adventures! Part 2

Ken and Anne are back in Mexico preparing *Naida* to head off on their second season cruising. Before we start following them there, we have to finish up their trip around BC which was full of adventures – we left it only halfway through. Here's the final chapters of that journey.

This time they hit the geographic centre of the province (who knew?) and did several challenging hikes so as not to get bored. Then, for a change of theme, they shot some rapids and got back on the water, albeit in rubber boats.

July 26

After Williams Lake we went on to Vanderhoof, the geographic centre of BC, and then Smithers where we first had a fancy dinner at the Roadhouse for Anne's birthday.



Smithers in the Bulkley Valley was a spectacle of nature, surrounded by mountains.

The steep hike (600 m elevation gain in 2km) up Glacier Gulch adjacent to Twin Falls did not disappoint.



The mountain clouds shaded us most of the way up above the treeline.

As high as we went...the clouds were not lifting above here. It was all steep, some trails steeper than others.



August 5

Boya Lake was wet but very pretty. Our bug repelling Thermacell did its job well.

*Note that we're using the electric thermacell and not the butane-powered one*

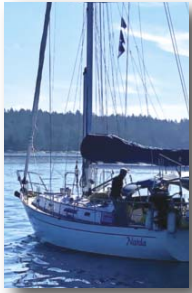
*We've been exploring the nooks and crannies of northwest BC. Glad to see the nuclear age is alive and well in Stewart BC.*



*Naida continued on p.9*



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*Naida continued from p.8*

August 5

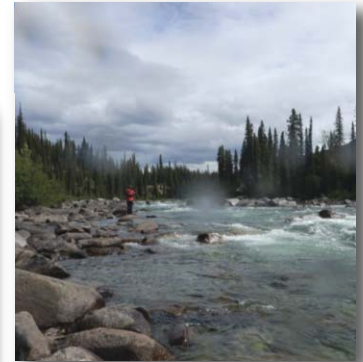
Currently in Atlin, BC.

According to *ourbc.com*, Atlin Lake is the largest natural lake in BC, and contains Teresa Island, the tallest freshwater Island in the world with Birch Mountain at 1875 m. The things you learn on the road...



August 21

Our McNeil River trip with Tatshenshini Expediting was fabulous. We had great weather, learned to run some class 2-3 rapids, and had tasty Yukon delicacies like bison meatballs, elk chilli and wild cranberry scones and bannock.



August 23

We spent an interesting 2 days in Dawson City. We did a morning walking tour and learned about the colourful Klondike gold rush history of the town.



*The old BNA (precursor to BMO) bank building restored.*

*Right above: At the peak of the gold rush in 1899-1900, more than 10 thousand people lived in Dawson. The population today is about 2000.*

*Left: Robert Service's cabin where he lived from 1908-1912. A neighbour in the campground recited the entire Ballad of Blasphemous Bill! We also enjoyed listening to Johnny Cash's rendition of The Cremation of Sam McGee.*

Next time in the newsletter: Part 3 of *Naida's Crew's Summer Adventures* where they finish up with a final push up Dundas Peak, only this was, technically speaking, an Autumn Adventure by the time they got there.





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## Minutes

of the Hybrid Zoom General Meeting, October 17, 2022

The meeting was called to order at 19:44 hrs by Commodore Pat Costa.

### COMMODORE COMMENTS AND WELCOME

- Commodore Costa welcomed everyone to the October 17 General Meeting. Several Executive Members were away or not feeling well enough to attend.

### Motion to accept minutes of meeting dated Jun 13, 2022:

Published by: Suzanne Walker

Motioned by: Robert Sinkus

Seconded by: Nancy Little

Passed unanimously.

### BUSINESS ARISING FROM MINUTES: None

### REPORTS OF OFFICERS:

#### Executive Officer –

- Martin reported 22 members appear in person at VMM and 6-7 members on Zoom. Total of 28-29 members.
- Attendees were advised of voting on Silver Ship to be done at meeting.
- Andreas advised that the electronic form would be sent out to those online.

#### Fleet Captain –

- Robert thanked the volunteers for various cruises, including Bruce for Pirate Cove, Glen for Newcastle and Barry for Little Parker Island.
- John Dixon/Paul and Julia tried to coordinate for Extreme Cruise but it did not work out.
- Gibsons: 6 boats at dock and 3 rafted. Warm welcome from Jane from marina.
- New Year's Cruise: Robert asked attendees if anyone was interested to have a New Year cruise to Bowen: Klaus, Glen and Harry showed interest. Question raised if destination should be Bowen or elsewhere. Glen suggested Ladysmith. Further discussions will happen.
- Robert will be stepping down as Fleet Captain in 2023. He suggested having a helper to split the workload in future. Chris will be looking for somebody to step up.

#### Treasurer –

- Glen provided mid Oct report with assets of \$5,000 in GIC, total balance was \$21,042.93 cash.

#### Staff Captain – No report.

#### Hon. Signals Officer and Council of BC Yacht Clubs –

- Andreas circulated meeting minutes for BC Yacht Club Council.
- Notified members that Reed Point Marina in Port Moody would ban any boats over 30 years as older boats tend to sink with nobody to take care of them.

#### Secretary –

- Cecilia reported interim new member Frank Alyward had been notified through email about membership fee due. Frank is a current member at Nanaimo Yacht Club. Glen would check with him.

#### Vice Commodore –

- No report.

#### Past Commodore –

- Chris was excused. She will be helping with decorations in the Awards Dinner Dance party along with Cathie and Pat.

### Executive Officers Present:

Commodore	Pat Costa
Fleet Captain	Robert Sinkus
Hon. Secretary	Cecilia Wong
Hon. Treasurer	Glen Mitchell (online)
Hon. Signals Officer	Andreas Truckenbrodt
Executive Officer	Martin Pengelly

### Other Officers:

Gulf Sailor Editor	Suzanne Walker
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### Absent:

Vice-Commodore	Cathie West
Staff Captain	Doug MacLeod
Past Commodore	Christie Stangroom

- Regarding the Paddle Award: it will be awarded to 'the winner' regardless of their attendance.

### ViceCommodore –

- Cathie was excused and Pat was reporting on her behalf. There are 49 Awards Dinner Dance tickets paid.

### Commodore –

- Pat did not have much to report, and was thankful for a great summer. Special thanks made to Suzanne for the newsletter.

### Gulf Sailor Editor –

- Suzanne wrote to Larry (Toolik) who she was told would be providing the report for Little Parker Island. There were good photos. Bruce and Phill would be collaborating.

### Business Arising from the Reports • None

### OLD BUSINESS: None

### NEW BUSINESS:

- Pat introduced visitors: Nicole and Tony. Nicole from Evolution Sails would be presenting about Sails trimming and maintenance after the meeting.
- Phil brought up that Nancy and he were in Seattle to say goodbye to member 449 Jeanne Kelly. She had been with GYC for a long time and she left us two days before turning 88. They met the Kelly's in 1979 and had been sailing together for all these years. Their kids had taken David out for two weeks this year. They had 5 children and each with their own kids. Jeanne was known to be always welcoming with her cooking.
- Pat sent a card to David on behalf of GYC.
- Robert brought up that GYC had a lot of activities on water this year, and asked if anyone was interested for off-season activities such as movie night in Nanaimo.

**Motion to Adjourn** by Robert Sinkus, seconded by Phill Little. All in favor.

**Meeting adjourned** 20:07 hrs followed by presentation by Nicole Foster of Evolution Sails.

**Minutes prepared** and respectfully submitted by Hon. Secretary Cecilia Wong, S/V Sassy.

