



# CSWEST

## CS Yacht Owners West

27 • Q28 • 30 • 33 • 34 • 36T • 36M • 40

### Spring 2005

Volume 8, Issue 2

# Newsletter of CS Yacht Owners West

## Winter Meeting - The Spirit is Strong!

The “off-again, on-again” boat show was an excuse for many of us to turn a three-hour meeting into a very pleasant long weekend in Vancouver. The weather cooperated fully. It was like summer on the docks at the floating boat-show on Friday and, on Saturday, the skies cleared in the late morning despite a forecast of rain all weekend.

Your executive gathered at Royal Vancouver Yacht Club Saturday afternoon for their quarterly meeting before 62 more of you joined us for dinner - for a total of 67 - the biggest CS West gathering ever!

Boats represented at the meeting were: CS 27s *Blue Jay* and *Carriad*, Q28 *Sabbatical*, CS 30s *Gandalf I*, *Mistral*, *Musashi*, *Nikik* and *Take Five*, CS 33s *Azad*, *Blue Heron*, *Blue Peter*, *Driftaway*, *Huff 'N Puff*, *Kimmeridge*, *Mystique*, *Sabbatical* and *Thaleia*, and CS 36s *Arbutus Girl*, *Captivator*,

*Cashelara*, *C'est la Vie*, *Gadgets*, *Kewao*, *Misty Gray*, *Moments*, *Morning Light*, *Polaris*, *Rosmond*, *Saracen*, *Slipstream*, *Summer Snow*, *Trelawny I* and *Wind Dancer*.

The meeting commenced with a welcome by Commodore Norm Smyth, followed by Vice-Commodore Mary Ellen Spinar telling us about the planned CS West activities during the upcoming cruising season. Some of you had asked for a few cruises to include a “friendly” racing event. Henry Kucera volunteered to organize those events and revealed his plans (including detail navigation charts!) at the meeting. The final speaker before dinner was Don Grovestine who briefly described the new, dynamic website he had developed for us and addressed the concerns a number of you had expressed about the security of your information on the web server.

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## Spring Rendezvous

### Port Browning, May 21-23

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## From Our Commodore

It was very gratifying to have a record turnout at our 12 Feb meeting at the Royal Vancouver Yacht Club. This is the best reward for those who went to so much trouble to contribute to the event and to whom I want to offer my thanks.

RVYC is indeed an impressive Yacht Club. Nice to see it from the inside! The club was very accommodating and the meal was first class.

A long weekend in Vancouver is a treat for all us non-Vancouverites. This dynamic, world-class city always impresses me. It has a nice pace and atmosphere. And the combination of boat show, fine weather and great shopping is hard to beat.

Our next event is the traditional rendezvous on 21-23 May at Port Browning. What will be untraditional will be our first “CS West

Race” on Sunday from Port Browning to the winery at Saturna Island (about 5 miles) and back. Fastest overall time wins. Henry Kucera is “Race Captain”! Then comes a major rendezvous at Snug Cove on Bowen Island (July 1-3). This is a deliberate attempt to hold a sailing event close to Vancouver where the majority of our boaters reside. I hope

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Dinner was suburb - prime rib followed by strawberry cheesecake.

After coffee, our guest speaker, Owen Lange, a fore-caster with Environment Canada and the author of two books on West Coast weather, explained the “what” and “why” of some of the vagaries of the weather we encounter when cruising the coast.



The evening concluded with the traditional raffle and, yes, Commodore Norm finally won a prize - as did many others.

Thanks to Owen Lange, our speaker, to David & Carol Ann Faith for arranging for Owen to attend, to Stephanie Greer for helping organize the event and to Stephanie and her crew for “manning” the door, to RVYC for making the facilities available to us and for the superb dinner at a very modest cost, to Bill Earle who made the arrangements with RVYC, played “mother hen” to ensure those arrangements were carried out and, for those of us from out-of-town, negotiated an economical (but nonetheless very satisfactory) accommodation “package” with the Downtown Quality Inn and, finally, to all the others who attended for making this meeting the great success it was. If you weren’t there, you missed a “great one”.

Hope to see you all in Port Browning. ... Don





**Commodore** (from page 1)

this will result in a large turnout. Two mini rendezvous follow this – one at Squirrel Cove in Desolation Sound on 30 July, the other at Montague Harbour on 27 August, when Henry will lead us on another “race” to Prevost Island for lunch and back (about 6 miles). As before, best overall time wins. We wrap up our sailing program with the Fall Rendezvous at Telegraph Harbour on Thetis Island (1- 2 October). Mary Ellen has talked your executive into cooking breakfast. on Sunday! The final event of the year will be the Fall Meeting on 5 November at Sidney North Saanich Yacht Club.

Thanks again to Don for his work on the new website. Please try it. I am sure you will be impressed.

We have arranged discounts of over 10% from sticker prices for CS West boaters at Steveston Marine and Massey’s Marine in the Vancouver area, and at Waypoint Marine in Sidney. Just show your CS West membership tag. They can also verify your CS West membership on our web site. The discount may be higher, depending on the amount of your accumulated purchases. Quadrant Marine Institute is also offering a 10% discount on its at-home training courses. We are also working on discounts for boat insurance and at a few more chandleries! Please support those who are supporting CS West.

But, the best news is – sailing season is back!

See you on the water!  
Norm

## Nootka Rose - The Journey to New Zealand

by Barbara Rozalska  
CS 36 *Nootka Rose*

Hi, fellows CS West-onians! My previous letter, published in the Fall 2002 issue, was sent from Rarotonga, Cook Islands where I was looking for crew.

Rarotonga is not a recommended (by most cruising guides) destination for crew changes. It took me almost three weeks to recruit replacements. Many interesting people from different countries with solid sailing experience wanted to join me in my adventure, but could not change their previously arranged flights without losing substantial amounts of money. Some kept coming back to see me. We talked and became friends. I am still in touch with some of them.

Despite my crew-replacement problems, I have many fond memories from this beautiful island. I loved their dance performances, music and hospitality. On one memorable occasion, I was sitting in the cockpit struggling with a piece of line - determined to undo a stubborn knot. Nothing I did seemed to help. From time to time, friendly cruisers passing-by would stop to assist. They turned out to be of no help. I punctured my hand. I became angry and ready to quit when a young boy came by and asked what I was doing. I explained that I was dealing with an impossible-to-undo knot and that "I'd had it!" He politely asked to see the knot so, reluctantly (but with an inner smile), I passed the line to him. After examining the line carefully, the boy asked me for a hammer. He hit the line three times and loosened the knot in less than 2 minutes. I gave him a diving knife for it. He was thrilled. So was I.

Now, back to my crewing situation. I had managed to recruit two young men from Austria and a woman from Switzerland. None of them was older than 21. The most experienced was one of the Austrians who had sailed - twice - on an Austrian lake, but who felt he knew it all anyway. Well, it was a challenge! However, the 'kids' were trying hard and appreciated the opportunity to learn and gain experience.

Over the next month we sailed from Rarotonga to Niue, then to Tonga and Fiji. We went hiking, caving, snorkelling and swimming together - having a great time. We are still in touch and hope to meet again.

Not everything, however, was "fun and roses". During the first eight or so days, my crew took turns being seasick, usually two of them at any given time. I was terri-

fied when the girl developed those all-too-familiar symptoms followed by fever and mental confusion. I feared I had either heat stroke or meningitis on my hands. Fortunately, waking her and forcing her to drink a few sips of water every 20 minutes over a period of 24 hours brought the desired improvement in her condition.

In Tonga, Vavau Group, we were sailing into a very long, "skinny" inlet to reach harbour. The chart showed safe passage through the narrowest part marked by two buoys: one green, the other red. "No problem!" I thought with a smile. WRONG! As we approached that spot, I noticed there was only one buoy - right in the middle of the channel! It was neither red nor green, but totally rusted! There were no other boats to follow or anyone to ask for advice. After several moments of sweaty fear and observation of the shoreline on each side, I chose to continue closer to the steeper shore. Fortunately it was the right decision. Uff!

More scary was the event which I call my personal Fijian Triangle episode. Even now, more than two years later, I cannot understand or explain what happened or why. We were on Fiji waters some two days away from Viti Levu, our destination. I was using my laptop to navigate with electronic charts. All of a sudden, the Estimated Time of Arrival indicator on the "console" - that vertical bar on the right side of the screen that shows, among other details, the boat's position, speed, etc. - displayed not the usual number of hours, but the word "NEVER". It looked odd and made me feel somewhat uncomfortable, but I did not pay much attention to it. I didn't even mention it to my crew. About two hours later, water from an odd wave splashed over the companionway cover into the cabin - right onto my laptop. That was the end of electronic navigation and e-mail.

Not long after that, one by one, all my electronic equipment - the built-in GPS, the portable GPS, two compasses and the radar - stopped working. But, that wasn't the end of it. Next, my steering system failed and, soon after that, the engine! Although it was a clear sunny afternoon, we suddenly were surrounded by thick fog. We hove to for the entire night and part of the next morning. Then, the next afternoon, everything returned to normal. We continued on without further significant problems. Numerous attempts to find the cause of this bizarre circumstance yielded nothing.

I told the story to several old Fijians. They asked me about the location of the boat at the time. When I told



them, they smiled knowingly, but refused to talk about the details or provide any explanation.

In Fiji, I witnessed a traditional “kava” ceremony. The participants sit on mats spread on the floor or the ground in a circle formed around a large hand-carved wooden bowl filled with the mixture of water and powdered kava root (a very mild, relaxing, narcotic that numbs the tongue and lips and that is used almost daily by the “locals”). The top part of the bowl has a small protrusion which is positioned to point at the most honorable member of the gathering, who is offered the first cup (made of a coconut shell) of the “magic” liquid. That person must clap once, take the cup in both hands and say 'bula' just before drinking, and then clap three times after drinking. Although the liquid looks like dirty water and tastes about the same, it is imperative to finish the contents of the cup; otherwise, the cup-bearer and the congregation will be gravely offended. Normally, in this society, only men are invited to sit in the circle; the women watch from outside. However, as the captain of my own boat, I was honored not only by being invited to join the ceremonial circle, but also by being offered the first cup.

The passage from Fiji to New Zealand, which has the reputation of being a very difficult and a dangerous one, took me ten days. I had also been somewhat intimidated by several well-seasoned cruisers who had made this passage before and 'knew it all'. Consequently, I was really nervous before departure.

Although we did experience several weather fronts during this passage, it was not anything extraordinary or particularly hard. Having a good, solid crew - an American and a New Zealander - certainly helped me to relax and to appreciate the passage.

Finally, the “North Island” appeared on the horizon. I could not believe my eyes. It seemed unreal. Had I REALLY done it? Was it REALLY New Zealand? It took me several days to digest and totally accept this fact. Then came a great sense of achievement and joy.

We left Nootka Rose in Whangarei for over a year. During that time, I traveled by land with my husband for more than four months. We bought a used car and covered over 13,000 km. New Zealand is a nature lovers' paradise. There is so much to see and experience. We visited beautiful beaches, numerous national parks, fern tree forests, ancient kauri forests, deer, ostrich and emu farms, caves, glaciers, geysers, hot springs, boiling mud pools, mountains, volcanoes, waterfalls, underground rivers, fiords and native Maori sacred sites. We saw glow-worms in caves and forests, kiwi birds, Maori dance, song and music shows and participated in a “Hangi” – a traditional Maori celebration combined with a feast of Maori food cooked over hot stones in the ground.

*(Ed. Note: Nootka Rose's return journey to Victoria will be covered in the next issue of CS West)*

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## Membership Renewals

If you haven't renewed your membership for 2005 yet, time is getting short. Anyone who has not renewed by the Port Browning rendezvous will lose their website registration privileges and their name will be stricken from the membership list.

Please send your cheque for \$25 made out to CS Yacht Owners West to Stephanie at:

37 - 1255 Wain Road  
Sidney BC V8L 4R4

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## New Website Cutover Uneventful

It's been barely a week since the new, dynamic website at <http://www.cswest.ca> was put into service. The cutover was largely uneventful, though some Mac users had a few “teething problems” - now resolved.

In its first full week of service, the site served-up almost 9000 webpages. I probably accounted for 10% of the traffic but, even so, that's remarkable. It's impossible to tell with certainty how many people accessed the site. But, from server statistics, the number appears to be

over two hundred. Many made repeat visits. Perhaps best of all, we seem to have enticed five of our eastern colleagues to submit membership applications

A number of members have written to express their appreciation for my efforts. A few made suggestions to make the site even better, most of which have already been implemented.

All in all, a very successful first week. ... Don



## Marine Insurance 101(a)

by Kathie Thompson  
Fellow Chartered Insurance Professional  
CS 36 Heron

*(Ed. Note: This is an update of Kathie's article first published in the CS West Spring 2003 issue.)*

While I have worked in the insurance industry for fifteen years, I have not worked in marine insurance. So, before writing this article, I spoke to a sailmaker, a surveyor, underwriters and a repairer. That was the fun part. Everyone had a story and good examples of both good and bad events and situations to make their point.

The world of insurance is in a state of major upheaval and increased premiums and lesser amounts of coverage in all areas are the norm. The business of insurance has had a fairly predictable business cycle for many years. Within the past five years, that cycle has unpredictably changed and nothing looks the same anymore. Insurers began a very competitive period a few years ago. They lowered premiums and ignored conservative risk assessment in order to write more policies for more clients. The companies were able to compensate for the lower premiums during the heady days of high interest rates and booming investment markets. Increased numbers of claims and litigation combined with an increase in catastrophic losses, such as hurricanes and ice storms, occurred at the same time as the investment markets went into free fall and interest rates dropped. The premiums combined with investment income no longer covered the cost of doing business and insurers began to assess the risk more carefully before agreeing to write the policy. More traditional underwriting and realistic premiums meant higher costs for those seeking coverage as well as making coverage harder to find in some instances. This was the state of the insurance industry before September 11. That fateful event has created even more chaos in a chaotic business environment. When coverage is available, it is much more expensive and, in some areas of business or risk, premiums have doubled or tripled.

Marine insurance for the pleasure boater has seen premium increases, but not to the extent in other markets. What has happened overall has been a change in some business practices. Now, often, marine insurance is sold along with personal lines (house insurance, tenant packages etc.) by brokers or agents unfamiliar with marine insurance and uninformed about what makes marine different from other kinds of insurance coverage. (If the

broker or agent does not understand how the Canada Shipping Act relates to your policy, you may want to seek coverage from a more knowledgeable broker.

Your boat represents a considerable investment, as well as being a potential source of liability if your ownership or operation of the boat causes damage to another party. Protecting your investment in the boat and all your worldly goods and future income is good reason to ensure you have the best coverage you can afford.

Things to look for in a marine policy:

- Most marine policies written by the major marine underwriters are basically the same, but there are usually some differences to look out for and evaluate according to your individual needs.
- Determine how the loss will be paid. More and more policies are being written on an Actual Cash Value (ACV) basis. This means that the value will be based on what that boat or boat part would be worth if sold on the market at the time of the loss. In the event of a partial loss the owner would have to pay the difference between the value of the old engine, sails, radar, depth sounder, batteries, etc. and replacement items. On a major loss, this could be a very substantial sum. Look for wording that states "the insurer will pay the cost to repair or replace with material of like kind and quality" and "the insurer will pay in accordance with either generally accepted shipyard practices or the specifications or recommendations of the Yacht's builder". With this kind of policy, a CS would be repaired to the same high standard as the original construction.
- Other policy wording to avoid relates to "patch policy". "Patch policy" means that the damaged area will be repaired, but those repairs will not include integration of the repairs with the undamaged adjacent areas. For example, a hole in the side of the hull may be repaired but the whole side of the hull may not be painted and, in future, the repaired area may look very different from the rest of the boat - affecting the overall value of the boat.
- Look for replacement coverage or coverage for items that are important or could be problematic. Sails are a major cost item for racers or cruisers. It is important to understand the basis on which the sails will be depreciated if the policy is not a replacement policy. A sail may be old in years but hardly



used and in like-new condition. If the depreciation is based on the age of the sail, the sail may not have much value yet be very expensive to replace with a new one.

- Damage by otters or other critters can be extensive and expensive. A family of mice or rats can chew up a lot of upholstery and wiring in a short period of time. Otters are common on our docks and can make an awful mess of a boat if they find a way in.
- Review the territory the boat may be sailed in. If there is any doubt about whether the outside of Vancouver Island or Alaska is permitted, be sure to check with the broker or agent before leaving local waters.
- Look for Uninsured and Underinsured Boater coverage. Uninsured coverage means that if a third party injures someone on your boat and that third party is not insured, your policy will provide coverage according to the wording of the policy. Underinsured coverage would apply if the third party does not carry enough insurance to cover the damages to your boat and/or the injuries to you and your passengers as per the wording of your policy.
- The world has become a much more litigious environment and it is important to ensure that there is enough liability coverage if you are sued by someone injured while on your boat or your boat or your negligence is responsible for the injury of another party or damage to another boat or property of others. It is recommended that at least two million dollars of third party liability be carried. If you take visitors on board, especially children that are not your own, more coverage should be considered. Check the policy to ensure that the legal defence costs are in excess of the amount of coverage for the actual damages. Some policies pay only to the limit of the liability coverage purchased for both defence and damages. In the event of a long messy legal wrangle, the fees could eat up the coverage leaving you with a shortfall at the end of the claim.

There are important considerations other than the wording of the policy. How well known and respected is the insurer, the broker and/or agent in the marine community? Is the insurer local and does the insurer use the services of local and respected surveyors and adjusters? Having to make a claim is stressful enough, but having to deal with an adjuster who was the next one on the list, who lives in 'Neuw Yawk' and has no idea where Vancouver Island is much less THAT ROCK

in Page Pass makes the situation even worse. The surveyor and adjuster should be knowledgeable, accessible and well acquainted with the facilities up and down the coast. Because marine insurance is an indemnity based coverage, the insured (that's us) must pay for the repairs first and then seek reimbursement from the insurer.

The following example is a good illustration of how this could be problematic and how a good insurer working with a good surveyor can save the boat owner a lot of grief. A sailboat sank close to Tofino. Long story, I won't go into it here. There was not a crane nearby big enough to lift the boat. But, there was a crane that might work some distance away. However, it had to be towed to the site by barge. The owner of the barge did not have insurance coverage and the crane could not be loaded onto the barge without coverage, nor could the crane work on the salvage attempt without that coverage. In the normal world of marine insurance, the boat owner would have been responsible for securing the services of the barge and crane and paying all the bills. Not many boat owners have any idea where to go on a weekend, at night, to secure adequate insurance coverage for an unknown barge and equally unknown owner of same, much less have the money in hand to pay for all this. In this case, the insurer agreed to cover the barge for the 24 hours it would take to raise the boat, the crane was just able to raise the boat and damage to the boat was minimized by the fast action of everyone involved. Having local professionals involved is much preferred to lengthy conversations with an adjuster in Toronto who just can't understand why rocks aren't always visible and easy to avoid. What do you mean....the water goes up and down?

Before purchasing or renewing your policy, it is a good idea to talk to the marine professionals in your area. Like all good professionals, they won't tell you the names of the bad guys but they will give you a number of good companies to deal with.

Read the policy wording carefully, as much for what isn't there as for what the policy actually says. And make sure you understand what the terms mean. If it says "we pay on the basis of the depreciated cash value" be sure you understand how that company defines that term and what it would mean to you. The marine professionals I spoke with kept emphasizing that boats are a major investment and the few extra dollars for the best coverage is the best way to protect that investment.

And always remember: the big print giveth and the small print taketh away. Read the small print very carefully!



## Provisioning For and In Desolation Sound and the Discovery Islands

by Don & Wendy Grovestine  
CS 36 *Gadgets*

Since moving to the West Coast over three years ago, we have spent two months or more on *Gadgets* each summer exploring Desolation Sound, the Discovery Islands and, two summers ago, also the Broughton Archipelago. A question we are often asked is “How do you provision for/on those trips?”

The first summer, we asked the same question of others who had made the trip before and received a variety of answers – some more satisfactory than others. That advice, coupled with our experience that first summer has allowed us to provision quite effectively since.

But, before discussing provisioning *per se*, a major consideration is that, north of the Straits of Georgia, it is difficult to dispose of garbage other than in Campbell River. There are only three places in Desolation Sound where garbage is accepted: the garbage scows anchored in Refuge Cove and the Octopus Islands and the government wharf at Squirrel Cove. And it's not cheap. The garbage scows charge \$2 for a small bag (“kitchen catcher”) and \$5 for a large one. It's not much better at the government wharf. Further north, Blind Channel Resort will also accept garbage – at \$0.50 per pound.

Therefore, when we provision, it is first with a view to minimizing garbage. Where we have a choice, we choose glass containers over plastic. Glass containers, once empty, can be filled with seawater and “deep-sixed” in the almost-bottomless main channels when underway. Plastic containers cannot be disposed of in this way since they will float - even when filled with sea water. We remove all dry goods, e.g., cereals, peanuts and other snacks, from their original packaging and place them in Glad/Zip-Loc bags. Insofar as is reasonable, we store soft drinks, beer, etc. loose, disposing of the cardboard packaging before we depart. As well, we make our own wine and store it in 5 litre mylar bags, decanting it into carafes as necessary. (I'm embarrassed to tell you how many bags we carried north this past summer and how few we returned with.) Storage of these bags is much more efficient than for bottles and breakage is not an issue - with reasonable care.

While on the topic of limiting garbage, in anchorages, we put vegetable/fruit peels, table scraps, coffee grounds and other waste foodstuffs in a plastic container with a close-fitting lid, to be disposed of in open

water while underway. (It sounds gross, but nature soon takes care of it.) These measures allow us to limit our garbage output to about one small bag/week.

Now, back to provisioning. We're fortunate to have a freezer on board *Gadgets*. We buy 15-20 meals of meat and have it vacuum-packed and flash-frozen by the grocer. We enjoy fresh seafood and eat it whenever we can; however, since we can't count on having fresh seafood, it's not a factor in our provisioning. If we get lots of it - which we usually do - we simply buy less meat when we re-provision. Finfish, prawns, occasionally crabs and, subject to PSP warnings, oysters and clams are there for the taking - if you know where to look/fish. (Don't ask, 'cause I won't tell!)

Before leaving, we put aboard all the canned goods (fish/poultry/ham, beans, chili, etc.) we're likely to require during the entire trip. Same with coffee. (They're all available in Desolation Sound, but are significantly more expensive.) We also buy all the eggs we're likely to need and liberally coat them with Vaseline. (They last for months that way, without refrigeration, so long as there are no gaps in coating.) We use dry soup mixes rather than canned soups. For happy hours, we buy hardy cheeses, prepackaged patés, nuts, etc. We buy lots of potatoes, carrots and onions, which seem to last about a month. Fruits and other vegetables are more of a problem, though. Most must be consumed within a week of purchase; however, packaged salads last a week or more in the refrigerator. (No one on *Gadgets* has ever come down with scurvy! ) And, we plan a visit Campbell River midway through our trip for major re-provisioning.

After topping off our fuel and water and ensuring that both propane tanks (10 lb) are full, each of which seems to last about three weeks, we set off, usually in late May. If we spend much time enroute, like we did two years ago year when we were trapped in Nanaimo for four days due to heavy winds on the Straits, we may do a minor re-provision in Westview (Powell River) or Lund so as to arrive in Desolation Sound “fresh”.

Fresh water is our limiting factor. By having “bird-baths”, taking advantage of the lakes and the sun-shower (filled from streams) whenever possible and using the seawater tap in the galley when rinsing things, we can “squeeze” 15 days out of our fresh water tanks (83 Imp. gallons). As the two week mark approaches, however, we usually find ourselves heading for Refuge Cove which is the only source of potable water in Desolation Sound.





Refuge Cove has a general store, liquor agency (same prices as city liquor stores), fuel dock, laundromat, public showers and a few other amenities. The general store is well-stocked after July 1, but most essentials are available earlier. Other than for liquor, however, prices are two-to-three times what you would pay in the city – which is not unreasonable given the extra transportation costs involved and the limited market. From mid-July to Mid-August, dock space in Refuge Cove is at a premium due to the large number of boats re-provisioning there. If there's no space at the dock when you arrive and you don't need water, consider anchoring-off and dinghying to the dock. On the topic of water, while apparently not a health hazard, Refuge Cove water often contains some "forestry bits". So, we carry a 1 micron household-system filter and run the water through it on its way to our tanks.

If you don't need water or fuel (except, perhaps, for your dinghy motor), an alternate to Refuge Cove is the Squirrel Cove General Store (and liquor agency), near the government dock in Squirrel Cove. The store serves the island residents as well as boaters and, hence, has a greater variety of most things than does Refuge Cove. It and Blind Channel are the only sources of propane in Desolation Sound. You can get fuel at Squirrel Cove, but the pumps are located well away from the dock. There is also a laundromat associated with the store, but the "locals" seem to keep it very busy. Dockage at the government wharf is sometimes limited and, due to the shallows and sharp drop-off, anchoring may be difficult other than at high tide. It's often easier to proceed into the Squirrel Cove anchorage (the next bay) and come back for your groceries by dinghy. The restaurant beside the general store is also worth a visit.

Once you leave Desolation Sound headed northwards, re-provisioning becomes more difficult. There is a general store in Big Bay (we've never visited it), but that means being trapped between Yaculta and Dent Rapids for at least one tidal swing. The only other place in the Discovery Islands to re-provision is Blind Channel Resort – a class operation. While not inexpensive, every-

thing you're likely to need is available, including fresh-baked bread/rolls/pastries in the late morning. The Cedar Post Restaurant is also well worth a visit – but, like everything else, expect to pay more than city prices.

A short distance east of Blind Channel on Cordero Channel is Cordero Lodge which, we're told, offers good food with overnight docking at a reasonable price. As well, the Pub at Shoal Bay offers tasty hamburgers and overnight docking is available.

While on the topic of eating establishments, if you're in the Grace Harbour/Theodosia Inlet area, try the Laughing Oyster Restaurant - great food (at city prices). If there's a group of you, you may wish to all go on one boat. Tie up to, or anchor off, the government wharf at Okeover Landing (very limited docking) and walk the 100 yards or so up the hill to the restaurant. The staff is friendly; the view is unforgettable.

Finally, for an experience, try Oleo's, a little establishment tucked in behind the island about  $\frac{3}{4}$  mile down the east side of Fredrick's Arm – but, reserve a day or two in advance. (They monitor Ch 66A.) Oleo's offers overnight docking for five boats and a choice of four, three-course, set dinners for \$22/person (in 2004), docking included. You'll be met on arrival by Leon, the owner/cook and his two dogs and made to feel quite at home. You'll also be asked to select your dinner choice and seating time. Then, relax and enjoy the rest of the day and the fantastic view up Fredrick's Arm into the Coast Mountains. Katrina, Leon's daughter, will call you when dinner is ready. Bring your own wine. Dinner will be served by Katrina, and Leon will drop by to chat, in the same outfit – including the rubber boots – in which he greeted you during the afternoon. If you're a fan of cinnamon rolls, Katrina makes the best we have ever tasted. But, she only makes them on order, so be sure to ask for them when you arrive.

With a little planning, provisioning in/for Desolation Sound is not a problem.

Read about Don & Wendy's adventures on Gadgets at <http://www.members.shaw.ca/svgadgets>

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## CS LogoWear

The CS logo has been digitized and can be embroidered onto a variety of clothing items - fleece vests, golf shirts, baseball caps, etc. The logo is available at Dog's Ear outlets in Victoria, Richmond and West Vancouver and at E-zone in Nanaimo. You can bring in your items to be embroidered or purchase them at one of the outlets.

If your requirements can't be met by one of these outlets and you want to have the work done elsewhere, please contact Jonie Foran (CS 33 *Sabbatical*) at (604) 241-1322 or by e-mail at [d-jforan@shaw.ca](mailto:d-jforan@shaw.ca). She can arrange for the loan of a computer disk containing the logo.



CS West is published quarterly in January, April, August and October. Please send your contributions to the Editor:

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Commodore:	Norm Smyth	(250) 383-9077
Vice-Commodore:	Mary Ellen Spinar	(360) 779-5604
Membership/Historian:	Stephanie Greer	(250) 656-4200
Treasurer:	Graham Williams	(250) 656-2145
Communications:	Don Grovestine	(250) 386-1783
Port Captain:	Carl Swanson	(250) 752-2839
Technical/Raffles:	Carsten Nachtigahl	(250) 656-4200

Website: <http://www.cswest.ca>

## From Our Members ...

**Selling my CS 27 and looking for a CS 30** - Rod MacDonald (CS 27 *Pincoya*) - I am still sailing and enjoying my CS 27, but she is now for sale while I continue my relentless quest for a CS 30. *Pincoya* has a new, loose-footed main, a new bi-radial 140% genoa on roller furling and a new sail cover. Other sails include a storm jib and symmetrical spinnaker/pole. She was hauled last summer and got new bottom paint and zincs. For complete information please go to <http://www.birenheide.com/cs27>. *Pincoya* is moored in Nanaimo, BC. Also, if you are considering selling your CS 30 or know of someone who is considering selling theirs, I would really appreciate hearing from you or them. Phone: (250) 753-8711, e-mail: [rodmac@nanaimo.ark.com](mailto:rodmac@nanaimo.ark.com).

**Selling my CS 27** - Jeff Frost (CS 27 *Serendipitous*) - I am putting my 1980 CS 27 *Serendipitous* up for sale. The boat is moored in Gibsons. Phone (604) 202-2966, e-mail [jefrost@rec-res.com](mailto:jefrost@rec-res.com).

**Selling my CS 36T** - Brian Clover (CS 36T *Far Fetch*) - Shoal draft, fresh water boat for most of her life with only 1680 hrs. since new. W33 diesel has 275 hrs. since rebuild in 1999. Furling 130% genoa, furling main (North Zip-Stop), cruising spinnaker, dodger & bimini, Force 10 Bar-B-Q, 30 lb. CQR anchor on 130' chain, spare Danforth anchor, two-blade Max feathering prop, spare three-blade Campbell Sailor prop, 40 gal. holding tank with Tanktender gauge and macerator pump, Autohelm 6000 autopilot, VDO electronic compass, Datamarine wind, speed and depth, Garmin 75 GPS with cockpit & chartable mount, 440 Ah. house batteries (4 golf cart, new in '03), Link "emeter", 120 A. alternator, Balmar 3-step regulator, 300 watt inverter, bus heater (cabin heat when diesel is running) Nova Kool refrigeration, custom "Foam Shop" mattress in "V" berth (have original cushions) 11.5' Bombard C2 rigid bottom inflatable (aluminum floor boards) and a 9.8 Nissan outboard ('99). Asking \$89,900. Phone: (250) 716-1110, e-mail: [sclover@telus.net](mailto:sclover@telus.net).

**Mustang Survival Suit for Sale** - Scotty Wilson (CS 33 *Driftaway*) - Red, size large. Hardly worn. \$200. Phone: (604) 929-3865, e-mail: [scotty01@shaw.ca](mailto:scotty01@shaw.ca).

