



CSWEST
CS Yacht Owners West

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

Summer
2005

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Newsletter of CS Yacht Owners West

Spring Rendezvous is a Blustery Event!

It was a dark and stormy night – the marine forecast called for hurricane force winds in the north and gale force winds in the south. But, still, fifteen intrepid CS owners and their significant others made it to the ninth annual Spring Rendezvous at Port Browning.

Seven boats cancelled at the last minute due to injuries, the flu and weather conditions. Those who did make it (all hardcore regulars) knew each other well. Indeed, some of the executive were the newest members there.

There was a lot of boat visiting and socializing. Even though we experienced the worst weather ever – rain, wind, cold, occasional bursts of sunshine – everyone appeared to enjoy themselves.

Boats that made it were: *Carriad, Cashel-mara, Deckadance, Hannibal, Minnedosa, Optical Illusion, Polaris, Sabbatical, Slip Stream II, Slipstream, Sloop Therapy, Summer Snow, Trelawney I, Whistler I*. Don Grovestine came by car to represent *Gadgets*; Wendy was away at her high school reunion. Marianne and Erik Duffley also came by car to join Dick who had single-handed *Whistler I* from Schooner Cove. We had a Beneteau 31 hanger-on – Tom and Morris Cocking in *Keltic Dancer* – travelling with *Trelawney I*.

The Friday night happy hour was held on the dock when the rain stopped and in covered cockpits when the skies opened up. At one point there were thirteen peo-

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From Our Commodore

It took summer a long time to get here but, now that it is here, it is wonderful. It is so nice, I am going back on the water as soon as I complete this report, and I will stay on board for as long as I can!

Since the last newsletter, we held a wet and cold rendezvous at Port Browning. It was even too stormy for Henry Kucera's "race" to the winery at Saturna Island. But, the warm fellowship and camaraderie at the dock and in the boats made up for the bad weather.

At the AGM we thanked Carsten Nachtigahl for his good work in building CS West and his excellent technical support to everyone. His successor as Technical Director is Charlie Hierons. Now we need someone to take over as Raffle Director. Don Grovestine has been doing a great job as Newsletter Editor for three years now and is looking for a successor. Mary Ellen Spinar, Stephanie Greer, Graham Williams and I were re-

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Fall Rendezvous Telegraph Harbour Marina, October 1-2

Other Coming Events

Squirrel Cove
Mini-Rendezvous
July 30-Aug 1

Montague Harbour
Mini-Rendezvous
August 27-28

Fall Meeting, SNSYC
November 5

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ple sheltering in our “polarium” (roomy and warm enclosure so christened by Keith Tracey).

Carsten led a walk on Saturday morning and gave a propane presentation in the afternoon. Otherwise, some went shopping, others played Bridge and still others looked at engines and anchor lockers.

Since few skippers had remembered to bring old “stuff”, the swap meet was over fast (please remember for Telegraph Harbour – Oct. 1 weekend).

The boat hop happy hour was abandoned as there was no need for a mixer. We gathered on the dock to drink and nibble. Next year, *NO APPETIZERS*; we were all full before going to the Café for the excellent buffet. Due to the last-minute cancellations, we were unable to fill the Café – which had been reserved for us. As a result, we may have to guarantee payment for at least forty meals next year.

The proposed Sunday race to the Saturna Winery was cancelled due to poor conditions – and reluctant wives. A general meeting was held on Sunday morning. Most of the current executive were re-elected. Carsten re-

signed as Technical Advisor and Rafflemaster. Charlie Hierons (*Azad*), one of those who did not make it, was elected unanimously in his absence to fill the Technical Advisor position. Norm Smyth, our Commodore, thanked all the executive, with special thanks to Carsten and Carl Swanson, who resigned earlier this year from his Dockmaster duties. Both have served for many years. Don Grovestine, who created our new website and who also had edited our newsletter for more than three years suggested it was time for some “new blood” for the newsletter. No one volunteered at the meeting. Don said he’d carry-on for the time being, though and asked for members to provide articles/content. We still need a raffle master to hunt up good buys and to run the raffle’s at our events.

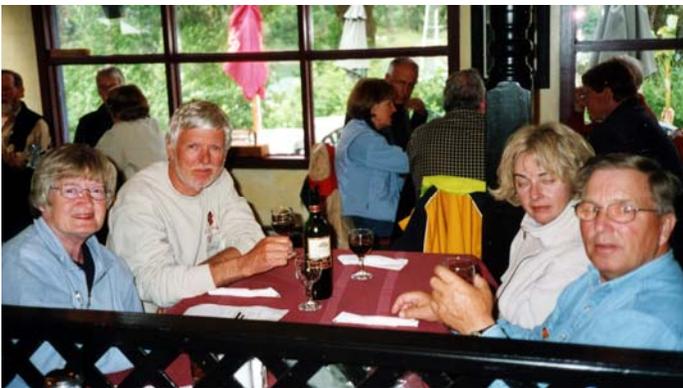


Despite the weather, those attending had no trouble filling their time until the happy hour/potluck (or was it one long happy hour!) on Sunday afternoon. While the guys discussed the important technical stuff on various boats, some of the women started an impromptu “chick tour” (apologies to those who got left out). We looked at various storage ideas (not for tools, Dick), upholstery, how to make sheets to fit etc. We had lots of laughs and decided that we should do this in future rendezvous. Tarps were rigged between boats for the potluck supper as protection from the intermittent rain. We managed to keep fairly dry (if not warm) and devoured a wide variety of offerings – from soup to desserts.

We all left on Monday – some for home and some to enjoy a few more days out on the water. Four of us sailed to Montague Harbour. Naturally, the weather rapidly improved. We changed into shorts and t-shirts and bask in the sun.

Stephanie Greer
CS 36T *Polaris*





It seems a good time was had by all despite the weather!

Nootka Rose - The Return Journey

by Barbara Rozalska
CS 36T Nootka Rose

(Ed Note: In the previous issue, Barbara told the story of the second leg of her trip south on Nootka Rose, from Rarotonga,, Cook Islands to New Zealand. This is the incredible story of her return journey.)

During my return trip back to Victoria, I stopped again in Cook Islands and Hawaii.

On Cook Islands' atoll Suvarrow, I found a real, unspoiled paradise teeming with wildlife. This beautiful atoll, consisting of a number of small islets, is inhabited only during the hurricane-free season by two caretakers and a teenage boy – a grandson of one of them.

Right after dropping the anchor, the boat was quickly surveyed by a team of five black-tip sharks. As soon as they decided that (contrary to what is said in the tourist guides) we WERE on their menu, they disappeared briefly and then returned with their friends, cousins and buddies. They continually kept us company for the rest of our stay.

In spite of the tiger sharks presence within the atoll, one of the caretakers arranged a safe snorkeling/diving expedition for us. We also went fishing, clamming, picking sea crayfish in shallow waters and hunting coconut crabs on several islets. In the evening, we would gather at our hosts' hut and they would prepare a feast for us.

Time was flying by very fast in Paradise. I was happy and relaxed, but totally unprepared for what came next.

Soon after departing Suvarrow, my crew – a middle age married couple from BC - started behaving oddly. Although there had been early warning signs that the crewing arrangements may not work out, I chose to ignore them. I was positive that I could handle any personal problems that might arise. But, what followed was way beyond my coping abilities and came as a total shock.

Not long after we left Suvarrow, the male started showing sudden, violent outbursts of anger, often triggered by a simple question or remark. Sobbing and/or banging his head against a hard object often followed those explosions of anger. He threatened on several occasions to throw me overboard. Often, those threats were followed by statements such as: "I do not give a s--t about your life". Being yelled by a strong madman on

a small boat at sea thousands of miles away from any outside help, the threats sounded very credible. I feared for my life.

One afternoon, he and his wife appeared in front of me in the cockpit, both completely naked. They informed me that they had both heard voices on the boat - whispering at night. He also saw, and she felt, the demons on and around the boat and myself. They both insisted that the boat was possessed and controlled by the evil forces. All of the equipment failures, adverse weather conditions, minor mishaps or injuries – even my chronic cough – were attributed to demonic influence and powers.

They started shouting at me, angrily accusing me of attracting those demons. The wife added "We are both of pure hearts and Jesus lets us see these things". I was terrified that I was about to be executed to satisfy the requirements of some bizarre witchcraft ritual. (After returning to Victoria, I discovered that the woman had a history of psychiatric problems, they were both deeply involved in the activities of some strange cult group and that they both had serious relationship problems with their children and siblings.)

I wasn't executed as I had feared (obviously), but I was frequently accused of being under powerful psychic attack, therefore threatening their lives as well, and forcefully advised to do something about it or else. One night, I was physically attacked by my female crew. The hardest thing during that entire ordeal was not to defend myself, as I knew for sure that I would end up overboard if I did.

Whenever I dared to disagree with my male crew on sailing matters and made a decision different from what he wished for, he would become extremely upset and repeat his 'life endangering' mantra. That happened when I decided to take measures to slow the boat, which at the time was making between 7.5 and 8.5 knots, and again when I arranged for a tow out of an atoll full of coral reefs to the open ocean when the boat had no operating engine. Each time there was lots of swearing and shouting. When I asked him why he was so upset about it and took it so personally, his answer was "because at work I am the boss".

Feeling very vulnerable and fearing for my safety during the latter part of the passage to Hawaii, I avoided being in the cockpit with my crew. I spent most of my free



time during the last two weeks confined to my v-berth cabin with its very poor air circulation in the extreme heat of the tropics - afraid to say or do anything that could have aggravated the already tense situation. I felt like a prisoner on my own boat. I had nightmares. More than once, I was certain that I would not survive the horrible ordeal.

Luckily, I was able to send a message to my family who notified the US Coast Guard. Once we were closer to the US territorial waters, a Coast Guard boat was dispatched from Honolulu and, within a few hours, I was safe.

During the last night of the ordeal, after I had notified the US Coast Guard about the physical assault over the

radio, the man worked for hours inventing his own version of the story and dictated it to his wife who wrote it down. They laughed and joked about the fact that I had no witness to prove the situation had been otherwise. They left the boat in Maui.

The last leg of the return trip to Victoria was everything I could dream about and wish for. The weather was mild; the winds cooperated by blowing against their usual, not-so-friendly prevailing patterns; the new crew was friendly, experienced and civilized. They knew what I had gone through earlier and tried to help me recover from the trauma as much as possible.

After a three week passage from Hawaii, *Nootka Rose* arrived safely back in Victoria in early September 2004.

Commodore - continued from front page

appointed for the coming year. Thanks everyone for your efforts on behalf of CS West.

The Snug Cove rendezvous scheduled for the 1 July weekend was cancelled due to poor response. It seems we picked the wrong location (too close to Vancouver) on the wrong weekend (everyone wants to go further on a long weekend).

We have added the Harbour Chandlery in Nanaimo to our list of chandleries offering discounts to CS members, and we are working with Steveston Marine to resolve the difficulties in getting recognized at their check-out terminals. We may have to start issuing annual membership cards to prove CS West membership.

We have received a proposal for boat insurance from HUB/TOS that is very good, but is also very expensive. We are waiting for other proposals before making a final recommendation to you.

Don is adding suppliers to our web site who are recommended by our members. Please pass on your recom-

mendations to Don. Example: Henry Kucera recommends a Canvas and Dodger guy who has also offered a discount to CS members.

We are in discussion with a few surveyors trying to arrange special arrangements for CS boats.

I hope we have a big turnout at our upcoming events:

- 27 Aug: mini rendezvous at Montague Harbour. Note: You should arrive at Montague on 26 August if you are going to participate in Henry Kucera's friendly sail/race to Prevost.
- 1 Oct: major rendezvous at Telegraph Harbour Marina. Lots being arranged here - winery tour, breakfast by the Exec.
- 5 Nov: Fall Meeting at Sidney North Saanich Yacht Club. A tour of a local facility will be held that afternoon. We have a speaker to update us on sails and new technologies in sail making.

Now I am going sailing.

Norm Smyth

CS LogoWear

The CS logo can be embroidered onto a variety of clothing items - fleece vests, golf shirts, caps, etc. The Dog's Ear outlets in Victoria, Richmond and West Vancouver, E-zone in Nanaimo and Justin Stitches on Granville Island are able to do this. You can bring in your items to be embroidered or purchase at the stores.

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. She can arrange for the loan of a computer disk containing the logo.



Soggy Summer

This summer's planned-eleven-week cruise was to be our fourth to Desolation Sound and our second to the Broughtons. We departed mid-week following the Spring Rendezvous in Port Browning.

The winds were light; the weather was fine and predicted to remain so. After an overnight stop in Silva Bay we motored up the Straits of Georgia in light northwest winds and up to two knots of adverse current.

On each previous trip "north" we had attempted to go to Jedediah Island. Each time we had been thwarted by the weather. But not this year. As we neared the end of Bull Passage, we came upon a tiny indentation in the shoreline. Surely this wasn't Deep Bay, But it was! We dropped anchor in the middle of the bay and tied to an "eye" at its inner end, as shown in the diagram in the Dreamspeaker cruising guide (somewhat idealized!), putting us at an angle to the shoreline - not a particularly comfortable arrangement. As we became used to the docking arrangement, we realized the cove was somewhat larger than it had first seemed. However, if there were more than four or five other boats in the bay, we'd want to be elsewhere in anything but absolutely calm conditions. We spent two nights there, one alone. Princess Louisa Inlet had never been high on our list of destinations due to the lengthy trip there and back and the need for tight timing in order to pass through Malibu Rapids. However, at the recent rendezvous, I'd been convinced to give it a try. Checking the tide tables, I discovered that if we waited for a couple of days, Malibu Rapids could be "taken out of the equation" since it could be transited all afternoon on Tuesday. So we spent the next couple of days on the Sunshine Coast, one in Secret Cove and the other in Pender Harbour. However, the weather forecast on Sunday evening indicated the fine weather we'd been enjoying was coming to an end. This was made more definite the next morning. We weren't going to spend possibly two full days motoring to and from Princess Louisa Inlet only to be rained on while there (and maybe on the way too). So, rather than hanging around hoping for fine weather to return, we went directly to Desolation Sound - motoring again - this time under overcast skies into 10-15 kts of northwest winds. We anchored in Grace Harbour. The rain started that evening.

Wendy claims that she "loves" being on the boat when it rains. So, she was a very "happy camper" - for a while. It rained on all but three of the twenty-four days we were in the Desolation Sound area - including eighteen days in a row. It didn't rain all day every day, but sometimes it did. Generally, with the exception of two major storm systems, it was showery weather - rain for a few hours then cloudy for the next few. On balance, I must report that, occasionally, on some of the rainy days, the sun did shine for an hour or so. But, generally, it was dismal!

Now, had that been the extent of the rainy weather, it wouldn't have been so bad. But, it wasn't. As we went further north, things got even worse, with the rain frequently being accompanied by fog. By the time we decided we'd had enough, we'd endured a further three major storm systems. But, I'm getting ahead of myself.

On June 26, we went to Campbell River to reprovision. Then, our plan was to spend a couple of days in Handfield Bay, a night in Shoal Bay and then go to Forward Harbour and wait for a weather window to go to the Broughtons. So much for planning! We did visit Handfield Bay and Shoal Bay - proceeding under radar much of the way. It didn't rain much on one day! But, on the morning we were to leave for Forward Harbour, the weatherman really turned against us again. We weathered two major storms over the next three days, hunkered-down in Thurston Lagoon.

With a third, even worse, storm forecast, we decided we couldn't make a worthwhile visit to the Broughtons. So we returned to Desolation Sound and sat out that storm in Squirrel Cove. While, thankfully, the wind in the cove didn't reach the 40 kt. level as on the straits, continually anticipating "the next gust" for a day and a half was nerve-wracking and took its toll on our spirits. We'd had enough! The next day we headed home, only to be blown off the straits at Lund. Sixteen more hours of motoring over the next two days brought us to Montague Harbour where we relaxed for two days before returning to Canoe Cove. On the bright side, like Noah, we suffered forty days and forty nights of rain, but at least we didn't have to tend to a bunch of animals.

Don & Wendy Grovestine
CS 36T Gadgets

For a complete account of Don & Wendy's trip, read *The GADGETS Chronicles, Chapter 9*, available on Gadgets' website at <http://www.members.shaw.ca/svgadgets>



New Members

A big CS West welcome to the following new members:

Bob & Susan Cook	<i>Windsong</i> (33)	Nanaimo YC.	colibri@island.net
Roger Hurley	<i>Ila Vous II</i> (36T)	Rainier, Oregon	
Scott Petersen & Regan Weeks	<i>Corvus</i> (30)	Shilshole Marina, Seattle	sailorscott@charter.net
Jon Rutledge	<i>Malanka</i> (27)	Maple Bay	jonrutledge@shaw.ca
Colin & Barbara Thomson	<i>Chaka</i> (30)	Point Roberts	the.thomsons@shaw.ca
Hart & Pika Buck	<i>Jeunesse III</i> (40)	RVYC	hart.buck@jib.com
Sue Hoover	<i>Quantum Leap</i> (Q28)	Lake Union, Wa.	suehoover@aol.com
Barry & Susan Wilson	<i>Night Hawk</i> (33)	Mahone Bay NS (planning to move here)	wilson.watford@ns.sympatico.ca

New Editor Needed

Your current newsletter editor has been on the job for over three years. While it's been fun, it's time for new ideas and new "blood".

The newsletter is published four times a year. Each issue seems to require about 1-1 1/2 days effort including:

- soliciting articles,
- following up with contributors to ensure that deadlines are met,
- editing incoming material for consistency in presentation and creating,
- organizing the content, and
- creating text to fill the empty spaces.

The last item may seem a little "scary", but it becomes more routine with each issue and, since you'll get to decide how long each issue will be, it really isn't a problem.

So, if you:

- have ever had a "hankering" to publish or be published,
- like to have "the last word", and
- enjoy receiving the gratitude of your colleagues,

this is the job for you.

If you have a little spare time and you're interested, please contact one of the executive.

Website Update

Our new website <http://www.cswest.ca> has now been in operation for over four months. Over sixty of you have registered for access to the "members-only" areas and, hopefully, the rest of you have at least visited the site.

We've had many positive comments about the site. Some of you have made suggestions, most of which I have been able to implement.

The site now contains many features that were not present when it was introduced last spring – especially in the Resources, Supporters and Links areas. As well, I'm pleased to see that many of you have updated your boat information and are making use of the on-line advertising service. If you haven't visited the site recently,

please do so soon; you're bound to find something new of interest.

As I suggested at the Spring Rendezvous and noted in an e-mail to all of you following the rendezvous, if there's sufficient interest, I will introduce a "members' pick" page on which you can recommend to your fellow members service providers/retailers with whom you've been particularly pleased. Interest will be measured by the number of recommendations I receive. (To date, I've received only one.)

If you'd like to have that feature, please start sending me your recommendations.

Don



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

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Technical:	Charlie Hierons	(250) 478-3192

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

From Our Members ...

Selling my CS 27 - Nigel Phillips (CS 27 *Segue*) - I've recently purchased a another boat and, therefore, am selling my 1977 CS 27. It has 5 head sails (new 150% genoa, drifter, 120 % roller furling genoa, working jib, and spinnaker). 3 mainsails (one new, fully battened). Recent (2004) survey available. New Yanmar diesel, 9hp, less than 160 hrs. New fuel tank. Lots of miscellaneous equipment. Sleeps 4 – 5. New (2005) tandem trailer for storage. Boat \$21,000.00 Trailer, \$5,500.00. Solar panel and autopilot extra. Phone: (250) 285-2730 or e-mail: seamar@oberon.ark.com .

Anchor/Rode/Binnacle Cover - Henry Kucera (CS36 *Summer Snow*) - If someone is looking for primary ground tackle, I still have 270 feet of rode with 30 ft. of chain unused and a "real" Bruce anchor (33 pounds) made in Europe. In addition, I have a royal blue Sunbrella binnacle cover that will fit over the CS 36T stock wheel and binnacle with cockpit table. Phone: (250) 477-4746 or e-mail: henry.kucera@swiftspace.com .

Please Patronize Our Supporters

Currently, five West Coast chandleries offer discounts ranging up to 15% to CS West members. They are:

- Steveston Marine at all its lower mainland stores (though we're still working with them to come to agreement on member identification),
- Massey's Marine Supply in Ladner,
- All Bay Marine in Sidney
- Waypoint Marine in Sidney, and
- The Harbour Chandler in Nanaimo.

As well, Quadrant Marine Institute in Sidney is offering a 10% discount to CS West members on its seminars and at-home courseware.

Your executive is also attempting to negotiate discounts with two large marine insurance brokers and with a canvas shop.

Please refer to the website for the latest list of supporters and, whenever possible, patronize them.

