



CSWEST

CS Yacht Owners West

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Newsletter of CS Yacht Owners West

Fall
2007

Volume 10, Issue 4

Fall Events

Telegraph Harbour Rendezvous.

Sept.28-30, 2007

Due to a series of unfortunate events, there were only nine CS boats at this event, but a dozen were represented.. They were *Blue Peter*, *Carriad*, *C'est la Vie*, *first morning*, *Heron*, *Minnedosa*, *Slip Stream II*, *Sloop Therapy*, and *Whistler I*. Ralf and Helga Schmidtke, the past owners of *Mystique*, attended in their brand new forty-one foot Dahler *Rhapsody* – which we all drooled over. Mike McGaw of *Blue Heron* came as their crew. Not to be deterred by engine problems, Tom (our Commodore) and Pam Shenton of *Kewao* slept in a B and B and Barb and Dieter Giese arrived in their RV. Graham and Nancy Williams, who were vacationing in the Maritimes,

trustingly loaned us *Sloop Therapy* as *Polaris* was on the hard at Blackline after hitting a rock. Three boatwners cancelled at the last minute – one because of flu and the others possibly due to the forecast of gale force winds.

Nathaniel Poole (aka kiltman_writer to those on the CSOA list), new owner of *Optical Illusion* (now *Fainleog*) and keen to attend the rendezvous, planned to drive up to Thetis Island for Saturday. *Fainleog* was also on the hard at Blackline having repairs to damage caused by getting a line caught in the prop. Those looking forward to meeting him, as

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Commodore's Corner

Hard to believe that December is here. Like some CS owners, I missed some of the Fall cruising season due to some electrical upgrades and mechanical challenges that are taking longer to complete. Why is it always the case that work takes longer on a boat whether we do it ourselves or hire someone? I always try to make an elongated guess regarding time then double it. Sometimes that works. In all events, the boat should be back in action in January by my having cleared the cabin of tools, bits of wire, sawdust and cardboard boxes. That means that by the time of the Spring Rendezvous (Ganges), things will be in order.

At the last Executive Meeting, the Executive committee realized that CS West was the most successful owner's group that is not sponsored by a manufacturer. This is an accurate description when one takes stock of all our achievements to date. One has only to look at the November issue of *48 North* (page 20) to see the spread on CS West, to gain an understanding of what an important, good-looking group we are. Many thanks to Mary Ellen Spinar for making the connection with *48 North*.

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Make plans now to attend
the **Winter Meeting**

**RVYC
Vancouver
Feb 9, 2008**

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Commodore's Corner— *continued from page 1*

The evening of Saturday, February 9, 2008 at the Royal Vancouver Yacht Club is the next event to put into your calendars. After a good dinner, our own Bill and Janet Jackson, (CS 40, Optical Illusion), have agreed to give us a presentation on their six month cruise in the Caribbean. This should make us most envious given our February weather.

On a closing note, the CS West Executive will need some new members in the Spring of 2008. Our Treasurer, Graham Williams, will be stepping down after three years of great service. Graham says it's a straight forward job and we would welcome you on the Executive. This is a great way to meet people and become more familiar with the CS West group.

Tom Shenton, Kewao, Commodore



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they had conversed with him on the yahoo discussion line, were disappointed that he did not show up. Nathaniel and Tracy started the drive but suffered a mechanical breakdown. *Cashelmara* did not attend because of the dreaded W33 affliction. *Gadgets* could not come because Wendy Grovestine had broken her ankle in three places jumping off the boat. Mary Ellen and Don Spinar of *Wind Dancer*, who had done most of the preliminary organizing for the rendezvous went to a wedding in California. Normally we can count of at least twenty boats at the Telegraph rendezvous. Altogether this has not been the best of years for many CS owners.

All the boats arrived on Friday, which was actually quite a nice day. We had happy hour in the pavilion as the sun had disappeared behind clouds by then. Since most of those that came are long time members and have attended other rendezvous, most people knew each other and spent the time socializing.

Saturday started with warm cinnamon buns and coffee in the pavilion. After this, the guys started up an impromptu horseshoes game. Since the Thompsons had brought bocce balls but no rules, some of the women had a tournament (per Mary Ellen's schedule) making up their own rules as they went along. We all fitted in a walk before the rain hit us. Dick Duffley and Carsten Nachtigahl then took advantage of the half price ice cream offered by the marina. The rest of us would have preferred hot chocolate!

In the afternoon, Derek Barrio, led a technical discussion on corrosion protection. The female crew gradually faded away to join an egg cracking session in the warm and comfortable RV. We hope that the laughter from the RV did not interrupt the technical session.

Since it was pouring rain by then, we offered to share the pavilion for the evening with a group of Nanaimo Charter owners, when we had our barbecue dinner and potluck.

We shared our baked potatoes and coffee. They contributed prawns and crab. There was plenty of room for all of us. Yvonne Daczko did her usual stellar job selling raffle tickets and Mike McGaw conducted the draw.

After a dark and stormy night, we had a full breakfast of orange juice, coffee, sausages, eggs, and pancakes. Breakfast was a group effort. Barb Giese cooked the scrambled eggs cracked the day before. Kathie Thompson and Yvonne Daczko did the sausages in their ovens. I made the coffee and mixed up pancake mix. David Cohen rounded up some extension cords and cooked. Tom and Pam Shenton also cooked. Everyone pitched in to clean up.

Sunday was not a pleasant day. There was heavy rain and high winds. The boats from the mainland and Schooner Cove were debating whether to stay another day at Telegraph Harbour, go to Nanaimo or Silva Bay, and continue up or across Georgia Straight on Monday (fortunately most of us are retired).

Even heading back to Sidney was pretty wild. Not expecting to be using someone else's boat, we had left all our foul weather gear on *Polaris* and the lockers were all sealed in with plastic. The Barrios on *Blue Peter* and the Cohens on *first morning* lent us enough spare gear to avoid hypothermia.

In spite of all the adversity, the intrepid twenty-five of us who attended the fall rendezvous still managed to have a good time.

More on page 4

Apologies to Becky Wageman, a new member of CS West - together with husband Richard - who was incorrectly named "Sue" in our last newsletter. They keep their boat *Serendipity*, a *Quanta 28* at *Squalicum Harbor* in *Bellingham*.

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CS West Dinner - November 3, 2007

Sixty-two people attended our dinner meeting at the Sidney North Saanich Yacht Club on Saturday, November 3, 2007. Twenty-three had also attended the very successful weather course given by Ward Cartier. Boats represented were *Blue Heron*, *Carriad*, *Cashelmara*, *C'est la Vie*, *Corcyrian*, *CS Cape*, *Deckadance*, *Fainleog*, *Falcon*, *FarFetch*, *first morning*, *Gadgets*, *Heron*, *Kaiulani*, *Kendra*, *Kewao*, *Lollipop*, *Luana*, *Minnedosa*, *Musashi*, *Polaris*, *Sante*, *Sloop Therapy*, *Squid*, *Summer Snow*, *Trelawney I*, *Tuff Decision*, and *Wind Dancer*.

The evening began and ended with much socializing. The dinner of stuffed sole or chicken cordon bleu was a noisy affair as members caught up with each others lives or talked boats. Tom Shenton, our Commodore, thanked the organizers and the staff.

Norm Smyth introduced the speaker, Dr. Chris Barnes, Director of the Neptune Project. He gave us a fascinating presentation on the Canada - U.S. project to place a network of sensors under the ocean, extending about a thousand kilometres from land, to measure ocean conditions, marine biology, and bottom movement.

Pam Shenton and Mary Ellen Spinar sold raffle tickets. Mike McGaw, our raffle master, had to depart to catch the 9pm ferry. Kathie Thompson valiantly filled in at the last moment even though she was not familiar with some of the raffle items.

Stephanie Greer
CS 36T "Polaris"

Weather Course—November, 2007



Technical Reminders

All CS West members can send a message to the membership using the address cs-west@interchange.ubc.ca. Individual addresses do not show up. This address is set up so that only those whose e-mail addresses are on the list can send out messages, thus preventing spam. "Reply" goes to sender. "Reply All" goes to everyone on the list. Please use with discretion. This list is used mostly for CS West events, boats for sale, questions or information about local sources, and the occasional technical question. The yahoo CSOA list is best used for the technical discussions. It is open to all CS owners anywhere, and is very active. To sign-on to the yahoo list, go to the CS webpage at www.closereach.com/csoa/cshome.htm or use the link from www.cswest.ca

If you change your e-mail address, please let Stephanie know so that she can update the cs-west list



Winter Meeting (RVYC)

Boat show weekend, Saturday, February 9, 2008, Royal Vancouver YC

- Saturday - 3:00 pm - Executive Meeting
- 5:00 pm - Happy Hour (no-host bar)
- 6:00 pm - Dinner
- 7:00 pm - Guest Speaker - TBD
- 7:45 pm - Raffle

Dinner Menu

Starters

Salad

Mains

Prime Rib

Or

Grilled Salmon

Dessert

Cheesecake with strawberries

Special diet requirements as needed

For those who would like to stay over or arrive early for the boat show, Mary Ellen has arranged for a group rate at:

Inn at False Creek - Quality Inn

1335 Howe Street, Vancouver V6Z 1R7

Tel 604-682-0229 or toll free 1-800-663.8474

Rates are available under the name 'CS Yacht Club'. Any or all of the nights during the boat show, Feb. 8-10(Fri, Sat, Sun), rates are \$89 for a double room. The rate also includes a hot, full Canadian breakfast each morning (max 2 per room).

**Please register for this event on-line at <http://cswest.ca> or
contact Mary Ellen Spinar at (360) 779-5604 or e-mail
spinar9@comcast.net**



The Odyssey of Norm and Joan in Puget Sound

Joan and I went south this summer - south to Olympia that is! We spent 5 weeks exploring everything between Port Townsend and Olympia. It is remarkable how varied the area is. North of Tacoma is upper Puget Sound where there are lots of yacht clubs and marinas and a few anchorages. The area is good for sailing or motoring - normally good winds and calm seas. South of Tacoma in south Puget Sound it is another world - laid back, quiet and funky. This area has lots of state parks, nice anchorages and calmer cruising waters. And the winds come from another direction - south of the Olympic Mountains. Surprisingly, there is nowhere to provision between Tacoma, or Gig Harbour across the sound, and Olympia. This demonstrates how "remote" and peaceful this area is.



The views of Mt Rainer are spectacular in South Puget Sound. We looked at this view every day for the 4 days we tried to fix our broken down engine at Longbranch Marina in Filucy Bay. Nice place to have a break down!

Before the engine broke, we made our way up the lock and the Lake Union waterway to Seattle Yacht Club. It takes about 2 hours to transit the lock and four bridges. It was nice being back in fresh water again - I took advantage of it to give the boat a thorough wash.

During this cruise, we stayed 12 days in yacht clubs as a reciprocal guest from Sidney North Saanich Yacht Club. Assuming a nominal marina fee of \$1 per foot for our 36 ft sailboat, this saved us about \$430 in fees. Given the engine problem we had, we needed this saving!

And the reciprocal we enjoyed the most was Port Madison Yacht Club. It is an unbelievably quiet, tranquil, and laid back club in a lovely harbour located at the north tip of Bainbridge Island. Hard to believe Seattle and its bustle is only an hour away! Do not miss it if you are in the area.

Hope you all had a great summer.

Norm & Joan

Cashelmar

Nathaniel Poole, CS 36T *Fainleog* is obviously a man of many nautical talents. He's recently started a marine electrical business and is offering CS West members a 25% discount over his already discounted labour rate. He's also embarked on a novel: "The Gallows and the Sea". Next time you're talking with him you might like to ask him about his book and also about the origin of his boat's name.



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New Members

A very warm welcome to the following new members:

Joao Carlos d'Almeida. *Taffy* (27) - Burrard Civic Marina, Vancouver
604-602-6676 joacarlosdalmeida@gmail.com

David King. *Gybing Miss Gemmie* (27) - Oak Bay Marina dking@shaw.ca

Patrick LaGrandeur and Cathy Tait
Adventura III (40) - Gibsons 604-886-8664 plagrandeur@hotmail.com

Nathaniel Poole and Tracy Koebel. *Fainleog* (36) - Wharf Street Marina, Victoria
250-889-8352 myth.wright@gmail.com

Don Reed and Patti Sullivan *Tuff Decision* (30) - Van Isle Marina, Sidney
250-294-1376 don.reed@shaw.ca

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,
- Massey's Marine Supply in Ladner,
- All Bay Marine in Sidney
- Waypoint Marine in Sidney, and
- The Harbour Chandler in Nanaimo.

As well, members are entitled to a 10% discount at:

- Quadrant Marine Institute in Sidney off its seminars and at-home courseware,
- JM 2 Marine Canvas in Victoria off all canvas products and services, and
- UK Halsey Sailmakers in Sidney off all goods and services, including specials.

Finally, HUB International TOS insurance brokers in North Vancouver offers the best marine insurance package available at a very competitive price.

2008 Dues

A gentle reminder that 2008 dues are now payable. Please mail your cheque for \$25, made out to CS Yacht Owners West to Stephanie at 37-1255 Wain Road, North Saanich BC V8L 4R4.



Combustion in Marine Engines

This recommendation is for 4 cylinder Westerbeke diesel engines only (W30&W33). However it can also apply, with adjustments, to all other marine diesel engines.

Somebody raised the question: "How much air do we need for our W33 & W30 at maximum RPM?"

I looked into this matter and came up with following. With my background in natural gas and experiences in sizing air ducts for combustion, I did a quick calculation and found that at a fuel consumption of approx. 2.5 liter per hour, our engine consumes 50 cubic feet of air per minute or 3000 cubic feet per hour. This would require an unobstructed air opening of 40 square inches.

Peter Compton, author of "Small Marine Diesel Engine Servicing", mentions 100 CFM or 6000 CFH. For this amount of air, you need an opening of over 80 square inches.

A diesel expert from Westerbeke said his W35B requires, at 3600 RPM, 200 to 300 CFM and an opening of 60 square inches. The results vary considerably, and can only be taken as conservative dimensions.

When I look at the air opening to the engine compartment of my CS 36T, I know that I do not have 80 square inches or even 40 square inches and have concluded that the engine compartment needs a larger air opening.

One solution is to install a turbo fan (140 CFM or more) to supply air to the engine compartment. This fan can be interlocked with the engine and run continuously when the engine is operating.

The existing exhaust fan should be operated with a manual switch and should only be used to purge the engine compartment before start up.

Too much air has never harmed an engine, but not enough air can result in incomplete combustion. This reduces the horse power of your engine, increases the diesel consumption, and builds up carbon in your engine and exhaust system.

Maybe, with adequate air, the black stain around the exhaust pipe will also disappear!

Captain Carsten, *Polaris*, 36T

Cruising the Central Coast

With a new "iron main" under the cockpit, and ambitious plans in our heads, Gillian and I, together with Barry, our boat partner headed north in mid June. Gillian and I had left a couple of weeks earlier, and meandered up through Desolation Sound and into the Broughtons, where we spent a few days before meeting Barry in Port Mc Neill.

That was when the fun really began: we were heading into new territory. We had a glorious day for our first passage: Cape Caution belied all the terrible stories we had heard about it: we had sun, gentle winds and seas. With some sailing, but mostly motoring, we made Fury Cove off Fitz Hugh Sound by late afternoon.

At Pruth Bay on Calvert Island, we went ashore at Hakai Beach Resort. Receiving a cordial reception, we walked over to West Beach which reminded us of Long Beach, near Torino, 40 years ago before it was developed. We had it to ourselves on a beautiful afternoon: we watched for an hour as the surf poured in from the open Pacific, breaking on the jagged islets, then walked to North Beach where we could look out on Hakai Pass. This is reputed to be one of the best fishing areas on the coast. We could see that the eagles and seagulls were highly successful but for us "hakai-ed" became a

synonym for "skunked", when we tried our luck.

In Spitfire Narrows, we were egged on by the challenge: "Any boat over 30 feet should proceed extra cautiously...there is no maneuvering room. Caution: Spitfire Narrows requires high performance." (Exploring the North Coast of British Columbia). We crept through with Gillian and Barry at the bow providing directions. Once through and elated by the ease of passage, Barry said: "That was a snap, what can we try now?"

In Laredo Inlet on Princess Royal Island, we explored the grassy bays in high hopes of sighting a spirit bear. It being our farthest point north, Barry thought we should celebrate by dipping the flag in some scotch. For our part, it being yet another cool, wet day, Gillian and I thought it made far more sense to dip into the scotch ourselves.

Our return through Myers Passage was a rather hair raising transit as the tide was close to low as we skirted the rocks in the narrow pass. At the junction with Tolmie Pass we had a close encounter with B.C. ferry "Northern Adventure" as she loomed out of the rain ahead of us. Fortunately she had



announced her passage and we had clarified our relative positions over the VHF.

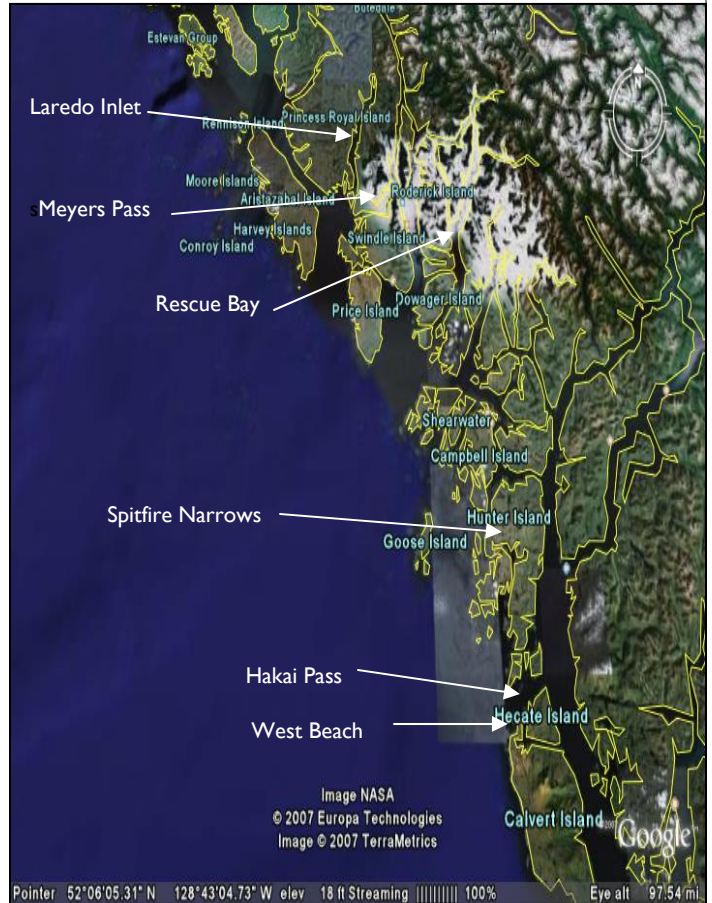
On entering Rescue Bay, our next anchorage, a black spot on the shore materialized into a grizzly bear. Gillian and I eagerly rowed over to watch it as it fed along the shoreline: Barry would have none of it. Without disturbing its meal we were easily able to get within 100m. Eventually it disappeared into the woods at dusk, to reemerge at dawn and carry on its foray to a point very close to us.

At Ocean Falls we walked through a sad looking, dilapidated town once home to thousands and now with fewer than 200 souls, some of whom were eager to stop and chat. One was a pilot who had, that very morning, evacuated a kayaker, attacked by an old she-wolf, from Aristazabal Island. At the hotel, we were lucky to hit a day when the cook was doing chips and burgers, and boy did they taste good! Back down in Fisher Channel the sun emerged and we found ourselves in a pod of dolphins which stretched as far as we could see. Many cavorted around the boat before continuing their travels.

In Fish Egg Inlet we spent several days without seeing another soul. Fishing was more successful than previously, until removing a fish from a hook, the fish fell spine first and jabbed Barry's ankle right through a sea-boot. Fortunately he suffered no long term damage, though it was painful at the time. Later, seeing a herring ball, he scooped an enormous handful of fish into the dinghy. Fried whole, they made a tasty hors-d'oeuvre. By kayak and dinghy, we explored Elizabeth Lagoon, venturing only a short distance into its vast interior. The tide tables were little help in choosing the right moment for entering and exiting and it wasn't until nearly dark that we were finally able to escape after a number of attempts to break out against the current.

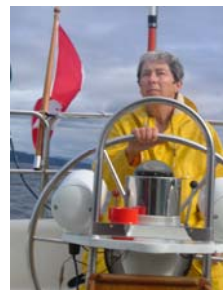
In Rivers Inlet, Barry had some good salmon fishing, although we didn't see much being hauled in on the charter boats. Back out in the open ocean, a "rock" suddenly appeared in Barry's sight, he yelled "Hard-a-port!" to Gillian. With hearts in our mouths we watched as a huge humpback whale rose out of the water, dived under us splashing water from its flukes, into the cockpit.

In Skull Cove, near Allison Harbour, we were beautifully protected from the angry surf. It made for great kayaking amongst the numerous islets and channels. We were presented with a lovely cod by some neighbouring sailboaters who've spent 20 summers along the coast. According to her records they actually sail only 10% of the time. Skirting the coast as closely as possible, we continued to Blunden Harbour, where we explored to the entrance of the lagoon and had some very



successful crabbing.

We crossed Queen Charlotte Strait on a flat, sun-lit sea, passing through patches of fog, and tied up in Sointula where we spent a pleasant afternoon strolling through the town and the cemetery. The following morning we crossed to Port McNeill to drop Barry and re-provision.



first morning's crew:
Gillian, Barry & David





Newsletter of CS Yacht Owners West

CS West is published three times a year in Fall, Spring and Summer. Please send your contributions to the Editor:

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Bitter End

“The ancient tradition of stepping the mast probably derives from the old Roman custom of placing coins in the mouths of men killed in battle to pay Charon, the mythical ferryman, for transportation across the River Styx. In stepping the mast, those on board a new ship contribute good luck coins to be placed under the mast of the new ship. Nowadays the coins are often placed in corrosion-proof receptacles at the base of the mast, and the mast is stepped...immediately afterward.”

From *The Ocean Almanac*, Robert Hendrickson, p. 180

A great read this summer was “Fishing with John” by Edith Iglauer (Harbour Publishing 1988). A well known American

author who frequently wrote about Canada, she came to B.C. to learn first hand about the fishing industry in the '70s. Never having spent any time on a fish boat, she went to sea with John and came to revel in the life. They married and lived together for a number of years before he eventually died of a heart attack. He had an uncanny knowledge of the west coast, its inlets and reefs; navigating without radar in all kinds of weather. He was known as a hard-working and generous man. In the late '80s she wrote the book about their experiences, and about a way of life that has all but ceased to exist. In her '90s now, she is still living in Pender Harbour in the same house they shared. In 2006 she was awarded an honorary doctorate by UVic.

