



# CSWEST

## CS Yacht Owners West

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**Fall**  
**2008**  
Volume 11, Issue 3

## Newsletter of CS Yacht Owners West

### Fall Events

#### Telegraph Harbour Rendezvous

**Sept. 26-29, 2008**

Summer returned for our Fall rendezvous. During the day, it was shorts and T-shirt weather. To our deep distress, the marina had run out of ice cream the previous weekend. No half price cones this year!

We usually get at least twenty boats at the Fall rendezvous but this year we had a select group of thirteen. European vacations, cruises, family get-togethers, weddings, funerals, sickness; all took a toll.

Fortunately, we have been assigned an earlier time slot next year - the second weekend of September. That should allow more of you to

attend.

First time attendees Richard and Becky Wage-man were quickly put to work. Richard became our photographer and Becky did an enthusiastic job of selling raffle tickets. They have a Quanta, *Serendipity*, soon to be re-named *Ocho* as she is Quanta number eight. Becky commented on the rendezvous: "What a great experience! Why have we never done this before? We are so glad that Quanta's are included. We will be back."

There was an extended happy hour in the pavilion on Friday night, making cooking a dinner unnecessary for most of us. Saturday started off with juice, coffee, and cinnamon buns.

Don't forget the

**Winter Meeting**

**RVYC**

**Vancouver**

**February 7, 2009**

Details on page 5

### Commodore's Corner

Hello from south of the border! Well at least south of Vancouver, anyway. I hope you have found plenty of time to enjoy the Fall weather on your boats. My last experience sailing (yes, actually sailing!) had a rude ending when the steering cable broke and we had to limp home on the emergency tiller. Have you ever fitted and used your emergency tiller?? It was interesting how nimble the 36T is under tiller even though it is a bit heavy. It felt like the old days when docking and you sculled the stern around to line up exactly.

Well the boat is still laid up waiting for my local boat repair guy to get time to fix it. I hope we are back on the water in February.

Stephanie reported that the group had a great meal at SNSYC in November and a good group for the First Aid class. I'm sorry that we weren't able to attend. Getting sick in Maui was not my idea of fun, believe me. I have since had two surgeries and one rather strange procedure that removed several organs and 'cleaned out' my bile ducts to relieve me of a varied assortment of gall stones. I am assured that this should cure my problem. Time will tell.

News of the Shentons arrived today: they are in Mazatlan soaking up the sun at El Cid Marina. Anyone who wishes to send them a message can use their [pmsmonton@shaw.ca](mailto:pmsmonton@shaw.ca) email as they have internet access there.

#### Inside this issue:

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## Telegraph Harbour



## First Aid Course





## Fall Events - Continued from page 1

A group of us then caught the ferry to Chemainus to sightsee and shop. Norm Smythe (*Cashelmara*) and David Scandrett (*Battle Axe* – our token Camper Nicholson) were the only ones that opted for a walk, and hiked to Clam Bay together.

The swap meet and technical session led by Derek Barrio (*Blue Peter*) were held out in the sun in mid afternoon while most of the women quickly cracked eggs for breakfast, under the direction of Barb Giese on *Blue Lagoon* and/or socialized.

The barbecue dinner was held in the pavilion. Food was abundant. A good time was had by all. Bob and Roberta Lord (*Summer Ours*) were the lucky winners of the major raffle prize – a VHF radio. Dick Duffy (*Whistler 1*) opted for the marine toilet paper, as he had a boatload of guys.

On Sunday morning, we gathered for a substantial breakfast of pancakes, scrambled eggs, and sausage, cooked by the

executive. This was followed by a hilarious game of bocce ball led by Don Spinar (*Wind Dancer*).

Most of us departed by one o'clock. Some spent a few more days enjoying the unusually warm weather.

Many thanks to John and Sylvia Taylor for organizing this rendezvous with the support of Mary Ellen Spinar, our Commodore. Everyone pitched in to make it successful.

Boats attending were *Battle Axe*, *Blue Lagoon*, *Blue Peter*, *Carriad*, *Cashelmara*, *Deckadance*, *FarFetch*, *Polaris*, *Serendipity*, *Summer Ours*, *Trelawny 1*, *Wind Dancer*, and *Whistler 1*.

Stephanie Greer  
CS36T *Polaris*

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### CS West Dinner – November 1, 2008

Forty-three people attended our dinner meeting at the Sidney North Saanich Yacht Club. The food was excellent – the chef outdid himself! Boats represented were *Battle Axe*, *Blue Lagoon*, *Blue Peter*, *Cashelmara*, *Carriad*, *Deckadance*, *FarFetch*, *first morning*, *Gadgets*, *Heron*, *Kalulani*, *Kendra*, *Lollipop*, *Musashi*, *Optical Illusion*, *Polaris*, *Sloop Therapy*, *Summer Snow*, *Tac-Tic*, and *Trelawny*.

Kathie Thompson introduced the speaker, Robin Woodworth. Robin has a background in consulting and is a member of the Bluewater Cruising Association. She gave an interesting overview on the potential negative impacts associated with crude oil and liquid natural gas projects being proposed for Canada's west coast. Of particular concern are the serious ecological problems that could arise if accidents and spills occurred due to increased tanker traffic in hazardous waters. There was a lively question and answer session at the end of the talk and John Taylor thanked Robin for her thought-provoking presentation. He also thanked the Yacht Club and staff for making their facilities available for the evening and for the excellent quality of the food and

service.

Carsten Nachtigal and Carl Swanson were responsible for the raffle prizes and Joanna Graham kindly agreed to sell tickets. Carsten did a great job as raffle master, even managing to humour Henry Kucera when he took an inordinate amount of time trying to draw a winning ticket for one of the few remaining items!

In conjunction with the Fall meeting, Norm Smyth arranged for a first aid course to be given by St. John Ambulance on Saturday and Sunday. Ten people took the course, which consisted of presented material and hands-on practice including CPR on dummies (real dummies, not other class participants)! Our Commodore, Mary Ellen Spinar, and husband Don, were registered to attend but were forced to drop out when Mary Ellen was briefly hospitalized while vacationing in Hawaii. We missed them at the dinner and on the course.

John Taylor  
CS33 *Deckadance*

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## New Members

A warm welcome to our new CS members:

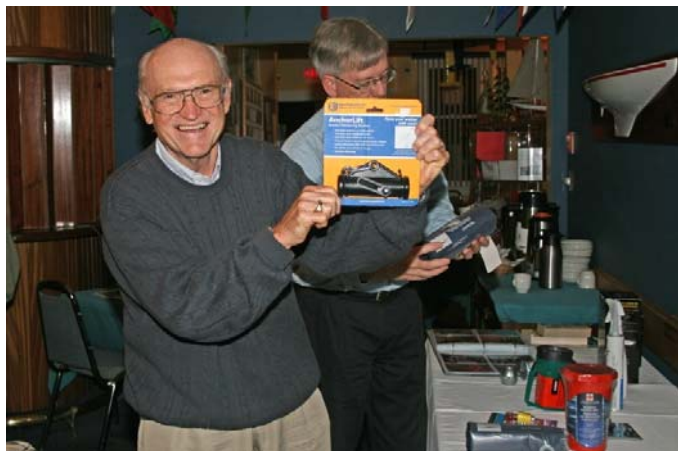
Brian Stannard    *Sunspot* (27)    Victoria    250-858-2234    [brianstannard@shaw.ca](mailto:brianstannard@shaw.ca)

Pat and Jean Verrier    *Parana* (30)    Kelowna    250-768-5045    [plaverr@hotmail.com](mailto:plaverr@hotmail.com)





## CS Dinner - Sidney



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## Commodore's Corner - *Continued from page 1*

Pam promises many updates and pictures for their blog which has been silent since San Diego! If you want to follow their exploits check the blog at <http://kewao.blogspot.com/>

Our next gathering will be in Vancouver on boat show weekend. Mike McGaw is arranging our dinner at RVYC again and

the Taylors will be coordinating. Look for an email from Stephanie in January with all the details and mark your calendars for Feb. 7<sup>th</sup> for dinner.

Mary Ellen Spinar  
*Wind Dancer*

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## Bad Vibrations – Dos and don'ts of zinc placement

I learned the hard way that if zincs are not placed near the strut, the flow of water at higher speeds (over 2,000 rpm) will cause vibrations. I placed three zincs, nicely spaced, along the shaft and subsequently noticed a bad vibration just over 2,000 rpm. The diesel mechanic who recently rebuilt my engine said start underwater first; check the prop and shaft, before messing around with engine alignment. A diver, retained to check the prop and shaft, said water flow over zincs along a 1" shaft often causes vibrations around 2,000 rpm. Underwater, everything looked perfect, but he removed two zincs, leaving just one close to the strut - and *voila*, no more vibration!

Norm Smyth, CS 36T *Cashelmar*



## Winter Meeting (RVYC)

**Boat show weekend, Saturday, February 7, 2009, Royal Vancouver Yacht Club**

Saturday - 3:00 pm - Executive Meeting

5:00 pm - Happy Hour (no host bar)

6:00 pm - Dinner

7:00 pm - Speaker (details below)

7:45 pm - Raffle

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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 three nights (Feb. 6-8) rates for a double room are \$89/night

**Please register for this event on-line at <http://cswest.ca> or  
contact John Taylor at 250-729-0109 or email  
[jtaylor2@telus.net](mailto:jtaylor2@telus.net)**

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Our speaker is **Dr Ron Clowes**, a professor emeritus at the University of British Columbia. He was the Director of **Project Lithoprobe**, a Canada wide experiment between 1984 and 2005, which studied the development of our continent. This \$100M project, involving about 1000 scientists, was the first three dimensional mapping of the land and coastal regions, including Vancouver Island, down to a depth of 100 km.

The title of Ron's talk is "**South-western British Columbia -- A Tectonic Factory for Earthquakes and Tsunamis**". Ron will focus on the "whys and wherefores" of earthquakes and tsunamis in South West BC, with information about past mega-earthquakes in the region and what we can say about the future. The talk will be well illustrated with sub sea and surface images plus information about mega-earthquakes and tsunamis, how we know about ones going back thousands of years and what the future might hold.

Ron is a native of Calgary and has a PhD in Geophysics from University of Alberta. He moved to UBC in 1970. He is a Fellow of the Royal Society of Canada and a Member of the Order of Canada.



## Sue Hoover Rediscovered the Joys of Sailing

In 2003 after 20 years of marriage I became a widow. My father, Elliott Merrick, and mother once sailed a 20' sailboat from SC to Maine and back. Over several years I'd been working on my father's manuscript about the trip, so in the Spring of '03 it was a great thrill to at last hold a copy of his published account "Cruising at Last". Together with friends later that summer, I was standing on a hill on Whidbey Island observing the little white sails in the distance on the blue water. "Oh, my, I used to LOVE to sail," I exclaimed "What is stopping me now? Nothing!"

I'd sailed with my parents on the Chesapeake and Maine Coast but not having sailed for 30 years, needed to relearn the skills. Lyons Press asked me to go to the Port Townsend Wooden Boat Festival and talk about my father's book. I agreed and there learned that the Center for Wooden Boats (CWB) in Seattle had sailing classes. Also at the 2003 WBF I met Nancy Erley who had sailed her sloop *Tethys* twice around the world, teaching women sailing.

I took the CWB classes and sailed at every possible opportunity. Returning to WBF in September 2004, I signed on with Nancy and completed the workbooks for Competent Crew, Day Skipper, and Coastal Navigation. With other women students I sailed with Nancy on *Tethys* from Seattle to Nanaimo, Nanaimo to Desolation Sound, and in the summer of 2006, from Seattle to Honolulu. In 2005 I bought *Quantum Leap*, a Quanta 28 and, after many days on Lake Union, I sailed with friends to Port Townsend (where I now live), Anacortes, and back to Seattle. In February 2008, I passed the Captain's Classes and this summer embarked on my first solo trip, to the San Juan Islands. Following is an account of my trip.

I docked my boat *Quantum Leap* at Boat Haven, Port Townsend, at 1330 on Saturday, 8/30/08 after a wonderful trip, my first extended solo boat adventure. I was away 14 days. I motored most of the six days, traveling from place to place, visiting friends in the San Juan Islands, Bellingham, and Anacortes. That first day, going north across the eastern end of the Strait of Juan de Fuca, I did 30 nautical miles.

I've seen wonderful sailing waters and islands, had such fun with friends, met helpful people in the marinas, and had many thrilling, interesting and educational hours. I feel like I've been away two months. I've learned a great deal traveling by boat and staying on board a number of nights.

Some of the lessons I've learned include: on the evening before and the morning of leaving, listen to and write down the weather forecast; focus carefully on each item on my two page check list, "Getting Ready to Sail", in preparation for conditions out there. This includes battening down the hatches or expect damp conditions from waves over the bow, as two did on Saturday when I had 40 minutes quartering into short,

steep waves when the wind was against the tide. Also: leave earlier rather than later because wind usually increases in the afternoon; study the proposed route a day or two ahead, and examine the charts to consider what lands will provide protection from wind from different directions; go with the tide when possible. And finally; keep some loose batteries at hand so it's easy to replace the old ones in the GPS.

My most thrilling time came on the first day during a beautiful sunny afternoon when I went through Cattle Pass between Lopez and San Juan Islands. The pass is about 50 yards wide at the narrowest. I was riding through on the middle of the incoming flood tide. The middle of a tidal change is the time of the largest volume of moving water in those 6 hours. The speed of the motor was 5.5 knots, and my speed over the ground went steadily up from 6.5 to 10.5 knots! I felt like I was flying, and could easily sense the speed by the rate that the trees passed by. The current carried me forward, but as in any tide rip - and I'd been in several - I knew to hold the tiller tight and brace myself well, ready for any water shoving me sideways. I rode that tidal river for about two miles toward Friday Harbor. Terrific!



Employing the advice of a sailing friend in Anacortes about sail trim, I had a wonderful sail on Saturday. Crossing the east end of the Strait of Juan de Fuca in a southerly direction on my way home, I was able to sail into the 10 kt wind coming from the SSW. Using the "tighten all in" steps to point into the wind, I was just able to fill the mainsail and genoa to hold my course toward Point Wilson. When the wind shifted eastward, I tacked to the SW toward Protection Island, then tacked back eastward toward Whidbey Island. It was a stunningly beautiful afternoon, warm in the full sun; all silver and blue, the Olympic Mountains sharp against the sky to the SW, no ships, few other boats, and small waves. Just as I decided to point for home and as the wind died, I caught a boost from the flood tide and got up to 7.5 kt over the ground.

The hours traveling through the islands are pure joy. As one



## Sue Hoover Rediscovered the Joys of Sailing - Continued from page 6

view closes behind me, when I'm going through a pass or around a point, a new vista opens ahead, revealing new bodies of water, islands, headlands, and distant shores. Experiences on this trip have confirmed that sailing is my passion.

Back in my garden I'm eating strawberries, tomatoes and sugar snap peas. I slept ten hours Saturday night. It is good to be home.

Subsequently I was advised of the danger of going through Cattle Pass as I did at the height of a big flood tide. I was very

lucky to have the powerful current going straight ahead and to be able to maintain control of the boat's direction. Now I appreciate that it's best to go through any pass at slack, just before the tide turns against me. That way I can be sure to maintain control of my direction. And I must not be going at the start of a major flood or end of major ebb. I was very fortunate.

Sue Hoover  
*Quantum Leap*



## Volunteer Opportunity

The Maritime Museum of B.C. is looking for folks who could assist in their gift shop. Tasks include welcoming visitors, collecting admission, helping visitors with purchases and being a friendly face to the public on behalf of the Museum. Four hour shifts once a week or every two weeks are possibilities. For more information contact Brandt McKay at 250-385-4222, ext 101

Volunteers are automatically members of the Museum Society and have free visiting rights throughout the year. This is a great opportunity to learn more about our rich maritime history and sharing it with others. (Submitted by Barry Rolston)

## 2009 Dues

2009 Membership Renewals are now payable

For those who have not already done so, please send a \$25 cheque made out to CS Yacht Owners West to:

Stephanie Greer  
37-1255 Wain Road  
North Saanich, V8L 4R4

Please let Stephanie know about any changes of address, email, phone number, boat name or location, and let her know about any of your boats for sale.





## Newsletter of CS Yacht Owners West

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Webmaster:	Don Grovestine	250-386-1783

Website: <http://www.cswest.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 (you'll have to be on their mailing list to receive the discount - see the website)
- Massey's Marine Supply in Ladner,
- All Bay Marine in Sidney
- Waypoint Marine in Sidney, and
- The Harbour Chandler in Nanaimo.

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

- Quadrant Marine Institute in Sidney off its seminars and at-home courseware,
- JM Marine Canvas in Victoria off all its 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.

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

## Bitter End

Thanks to Hollywood, all of us know about the sinking of the *Titanic*, in which 1517 people lost their lives on April 14, 1912.

By comparison, when the Canadian Pacific Steamship *Empress of Ireland* was holed by the Norwegian collier *Storstad* in thick fog, early in the morning of May 29, 1914, in the St Lawrence River, 1024 passengers and crew went to the bottom. She sank in 14 minutes. This was the deadliest disaster in Canadian maritime history but how many of us have ever heard of it?

The largest group of passengers was a delegation from the Canadian Salvation Army, including a select Salvation Army

Band. These passengers, numbering nearly a hundred, were traveling to London for an International Conference.

For more on the subject, look at Wikipedia and also the "Ocean Almanac" by Robert Hendrickson.

