



Late Fall 2002

Newsletter of the CS Yacht Owners Group West

Biggest Fall Rendezvous Ever

North winds, not a cloud in the sky and summertime-warm; it couldn't have been better. The boats from Nanaimo and the mainland had a terrific sail to Thetis Island Marina. Those of us who came from the south had to work a little harder.

Fourteen boats (*Rosmond, Far Fetch, Trelawney, Slip Stream II, Arbutus Girl, Gadgets, CS Cape, Just Plain Fed, Polaris, Blue Peter, Katia, Northern Valour, Deckadance* and *Heron*) arrived on Friday and another seven boats on Saturday (*C'est la Vie, Sabbatical, Blue Lagoon, Optical Illusion, Tack Tic, Kewao* and *Musashi*) plus one crew, by car, due to engine problems, (*Carriad*) – the best attendance at the fall event, ever.

Friday afternoon saw a great deal of so-

cializing followed by the traditional on-the-dock “happy hour” and, later, a pot-luck dinner. (Kathie, your brownies are the best!) It was dark by the time dinner was over. The evening ended with a little socializing on a few boats. Once the opera concert from *Tabasco* (not one of ours) ended and that powerboat next to *Trelawney* turned off his engine (not just his generator) at 11:30, the night was calm and quiet.

Saturday morning dawned bright and clear (not that many of us saw the dawn). It wasn't long before the remaining boats began to arrive. Shortly after noon, the boat inspections began in

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and **Quanta 28**

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Dates of Interest

- *Winter Meeting - Royal Vancouver Yacht Club - February 8, 2003*
- *Spring Rendezvous - Port Browning Marina - May 17-19, 2003*
- *Fall Rendezvous - Silva Bay Marina - September 19-21, 2003*

Plan to Attend the Fall Meeting

This year, the Fall Meeting will be held on November 2, again at the Sidney North Saanich Yacht Club. The bar will open at 5:00 PM and dinner (boeuf bourginon or filet of sole) will get underway at 6:00 PM. The meeting and more socializing will follow dinner.

Please notify Stephanie Greer if you plan to attend and give her your choice for dinner, by phone at (250) 656-4200 or e-mail at “polaris@interchange.ubc.ca”.

For the convenience of Vancouver and other “out-of-town” (vis-à-vis Sidney) members, we will:

- arrange pick-up at, and delivery back to, the Schwartz Bay ferry terminal for those members who need it; please tell Stephanie on which ferry you plan to arrive; and
- attempt to arrange accommodation for those members who wish to remain overnight; if you'd like to overnight in Sidney/Victoria or are prepared to accommodate one or more of those who do, please contact Stephanie ASAP.

Price for the event will be in the order of \$20/person, payable at the door.

See you there.

Fall Rendezvous - con't

Photo courtesy Debra Cook/Stephanie Greer

earnest. *Gadgets*, the “new 36T-kid on the block” and being extensively customized, received a lot of attention, especially the cabinetry in the forepeak and the five-place cockpit table. (It was like a boat-show!) *Katia's* galley, *Slip Stream II's* hinged companionway “boards” and *Katia's* and *Rosmond's* photocell arrangements were also popular attractions. *Tack Tic*, the only CS 34 in the fleet (and one of only two in CSOA-W), was well-visited. Throughout the day, Pierre and Bob played their usual role as on-call mechanics, helping *Blue Lagoon* (who had been launched only the day before – see “It Really Happened!” on page 6) locate a troubling leak. They were also sought out by others. *Optical Illusion* had some difficulties that necessitated flushing her transmission. But, by the time of the “general meeting”, all was well. Unfortunately, *Heron* and *Just Plain Fred* had to leave during the afternoon.

We shared the marina with a Gulf Commander power-boat rendezvous. The commodore of that organization is a professional photographer. A highlight of the afternoon was watching her being hoisted up Polaris' mast in a bosun's chair to take pictures of both fleets.

The focus of the general meeting was the venues for future meetings/rendezvous. David announced the prospective locations for the meetings in November (Sidney, at the Blue Peter Pub) and February (Vancouver, at RVYC following the boat show). He then turned to the Spring Rendezvous. Due to the frequent lack of organi-

zation at Port Browning Marina and concerns for the marina's well-being (later proved unfounded), it had been suggested that we move the Spring Rendezvous to Silva Bay. David also announced that the executive was considering whether the Fall Rendezvous also should be moved. There was some discussion about the proximity of Silva Bay and Thetis Island (traditionally, one of the two annual rendezvous is held in the north, the other in the south) but, in the end, it was left to the executive to decide the locations. A group photo followed the meeting, with 40-odd people standing, sitting or leaning on *Far Fetch* – with *Far Fetch*, in turn, heeling obligingl.

At 6:00 PM, everybody (from both rendezvous) proceeded to the eating pavilion to consume the pig that had been roasting all day. Late in the meal, a plate of prawns magically appeared and a few lucky boaters had a special treat. Dinner was followed by a raffle (which was obviously “fixed”, since all the items but one went to the same table, Wendy's tickets being drawn three times – once by Wendy herself!) Prizes included: a pair of binoculars, several varieties of battery-powered lamps and the ever-present baseball caps. The door prize, a set of non-stick pots and pans, went to *Rosmond*. Everyone seemed to enjoy the event and, at dusk, we returned to the boats for more socializing.

Sunday morning, again bright but with some breeze, was time to depart. *Deckadance* left first, after being spun-around at the dock to avoid having to back out the very

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Photo courtesy Betty Davidson

Winter Meeting, February 2, 2002

Plan now to attend the Winter Meeting, to be held on February 8 at Royal Vancouver Yacht Club following the boat show. Dinner will be served. Price TBD. Details in the next issue of CS West.



Beyond Desolation Sound

Stephanie Greer

This year, *Polaris* finally ventured north of Desolation Sound for three weeks. We wish that we had taken the leap earlier and will definitely continue our explorations in the future. We just skimmed the surface.

We got as far as the Broughtons - a group of islands on the mainland side of Queen Charlotte Strait, north of Johnstone Strait. Proper charts and tide tables are essential to navigate the rapids and rock strewn passages. Unlike the Gulf Islands, very few rocks are marked. We splurged on a current *Waggoner Cruising Guide* - a wealth of excellent information - and also made a lot of use of John Chappell's book *Cruising Beyond Desolation Sound*. (This book is out-of-print but may be available in second-hand book stores.)

The temperature is noticeably cooler north of Desolation. While attired in our sweats, we phoned Vancouver to discover that they were sweltering in 30 degree weather! Sometimes, we could wear shorts and t-shirts, but usually only in the afternoon for a few hours. In good weather, there is often fog in the mornings, which burns off later on. A cabin heater is essential. Our new cockpit enclosure was up most of the time and it was most appreciated! We did not remove all its panels until we reached Desolation Sound in August on our return trip - then we both got sunburns. Motoring was the norm. Lack of wind, and the need to safely navigate narrow passages discouraged sailing. Johnstone Strait had too much wind - seeming always to be "on the nose".

There is no choice but to travel about ten miles along Johnstone Strait. Going up, we had to duck into Port Neville for shelter. We anchored across from the marina in strong currents. Early morning seems to be the best time to travel on Johnstone Strait. Gale force winds always seem to be predicted for later in the day.

Between Desolation Sound and Johnstone Strait lie several sets of rapids. Going up, we transited the Upper Rapids north of the Octopus Islands; we came back via the Gilliard, Dent, and Yuculta Rapids. Timing is everything! These rapids can be very dangerous. But, they seem relatively benign at slack.

Our CS36T was dwarfed by huge power yachts - with big wakes! Even the few sailboats were bigger and most had full enclosures. As Canadians, we were a definite minority. A cruising fee for non-residents, based on the size of boat, would go a long way towards

paying for marine parks, pump-out stations, and garbage disposal.

The water in the Broughtons was incredibly clear. Anchored at pretty Laura Bay, we saw a shoal behind us. We thought that we would have to move, but then discovered that it was about twenty feet below the keel.

Most anchorages are not crowded. We spent two days in Turnbull Cove (has a nice lake), which could easily accommodate as many boats as Montague Harbour. But, there were only half a dozen other boats. Other anchorages that we enjoyed were Thurston Bay (lagoon), Bickley Bay, Potts Lagoon, Cypress Harbour, Shoal Harbour, Malilpe and Port Harvey.

We saw lots of eagles, kingfishers, and swallows. Unfortunately, we didn't see any killer whales. We fed ourselves with plentiful sole and rock fish. The one ling cod we hooked (legal to keep) escaped at the last minute.

We visited the Indian island of Mamalilacula and anchored in Village Bay. Tom Sewid, the articulate and knowledgeable native guide, said that the proper name is Mimkwamlis. We took the cultural tour and were treated to some authentic potlatch dances. (A war canoe from Mimkwamlis greeted Springer, the young killer whale, when she was delivered to Telegraph Cove.)

We interspersed anchoring with docking. Most marinas are only docks with some kind of attraction - nothing like down in the Gulf Islands. Moorage rates range from \$0.55/ft to \$0.90/ft at Greenway Sound and Sullivan Bay. (We did not stay at either since they looked like Seattle Yacht Club outstations!) Most places have a happy hour with everyone contributing something (take lots of happy hour goodies) - a great opportunity to socialize. Most marinas "run a tab" and you pay when you leave. Some do not take charge cards but will accept cash or check.

Owners seem go out of their way to make cruisers feel welcome. Lagoon Cove offers free prawns for happy hour and a fireside sing-song in the evening. Shawl Bay has a free pancake breakfast; the day we arrived they made a delicious fish chowder (with some contributions from boaters) to follow happy hour. Echo Bay hosts a Wednesday potluck. They provide the spare ribs. Pierre's does dinner on Tuesday, Thursday, and Saturday (not free!) and hosts a potluck on Wednesdays. Kwatsi Bay (rivals Princess Louisa Inlet) has happy hours and excursions to the falls.

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**Beyond Desolation Sound - con't**

We stopped at Oleo's, in Frederick Arm, on the way home. He is a retired chef in his mid-seventies. Oleo offers free moorage for five boats and dinner for ten people for the price of \$16 a head (a bargain!). A reservation is essential. It is a little ramshackle floating home behind an island.

Book exchanges are everywhere. There is no danger of running out of reading material. Cell phones and radios do not work. We were without news for several weeks. Echo Bay had a radio phone - needed a \$20 Card. E-mail access is available at some locations, e.g., Blind Channel Resort, Echo Bay, Minstrel Island.

Fuel is available at Minstrel Island, Lagoon Cove, Echo Bay and Sullivan Bay. Most water is brown from cedar bark tannin. Shawl Bay and Blind Channel Resort have good, safe and clear spring water.

Echo Bay, Minstrel Island, Greenway Sound, Sullivan Bay and Blind Channel have groceries (similar to Refuge Cove, but less variety). Sullivan Bay, Minstrel Island, and Blind Channel have beer and wine stores (cash). Others have small gift shops. Greenway Sound and Blind Channel have restaurants (expensive). Facilities vary considerably. Everything is expensive because supplies have to be flown in. Fresh fruit and vegetables supplies are sparse. Stock up on non-perishables before you go. You can't count on being able to obtain your favourite peanut butter or cereal. Containers of long-lasting, sterilized 2% milk are good to have for backup. Extra film and a spare camera battery are recommended.

Some places will take garbage for a price. Nobody will take glass bottles and jars. Chop up vegetable matter and dispose of overboard when traveling. If possible, burn paper products.

There is seaplane service from Port McNeil that can transport guests to and from marinas and anchorages in the Broughtons for those who do not feel inclined to cross Queen Charlotte Strait to pick up passengers.

Polaris encountered several other CSs in the course of our travels. We spent a day or two with some, before separating to follow our separate itineraries. Others, we just socialized with for a few pleasant hours.

Buddy-boating is great for company and when traveling in unfamiliar waters. We traveled with *Gadgets* and *Pas de Deux* from the Octopus Islands, through the Upper Rapids, to Thurston Marine Park. Later we reconnected with Leah and Graham Hollins (*Pas de Deux*) and continued with them for a few days up Johnstone Strait to Lagoon Cove and then on to Potts Lagoon. They led us safely through Beware Passage (aptly named) before heading off to Port McNeil. Our paths crossed again briefly as we went in opposite directions (Leah and Graham, we were looking forward to another game of bridge!).

We spent a day in Roscoe Bay with Tom and Pam Shenton (*Kewao*). They had arranged to meet friends there - unaware that there was a CS mini-rendezvous scheduled for that day. We rafted up for a couple of nights with Alec and Helen Lowenthal (*Huff N' Puff*) in Pendrell Sound. Polly and Keith Tracey (*Take Five*) entertained us at Secret Cove on the way home. We exchanged a few quick words in passing with Oliver Woolcock (*Hannibal*) at Squirrel Cove and Silva Bay, where he was giving sailing lessons, and with Mike McGaw (*Blue Heron*) in Tribune Bay. Meeting other boaters that we knew greatly added to our enjoyment of the trip.

Stephanie Greer
CS 36T *Polaris*

CS West by E-Mail

Don Grovestine

Currently, our CS West newsletter production and mailing costs are over \$1/newsletter. Stated another way, that's about \$500 total for four issues/year, or nearly one-quarter of our operating budget.

For this issue only, we are going to e-mail a ".pdf" copy of CS West to everyone who has registered an e-mail address with Stephanie, as well as "snail-mail" a paper copy to all members. If you haven't received your e-mail copy, it means we don't have your correct e-mail address on file.

The ".pdf" format is very efficient, so we don't expect file size to become a burden for many of you. But, we recognize that some of you operate relatively-ancient computer systems that may not be able, easily, to handle the e-mail version. If that is the case, please let Stephanie know and we'll mail your future issues along with those to members who don't have e-mail. Otherwise, so long as there isn't a big negative backlash, we will only e-mail CS West to everyone else.

Because of the potential savings, we urge you to give the e-mail version a chance.



Propane on Board

Cap't Carsten

Almost everybody has propane (sometimes known as liquid petroleum gas, or LPG) on board. It is used for cooking, heating and the BBQ. Propane is a very clean fuel to use. However, it has certain drawbacks. One of the by-products from burning propane is water vapour. Therefore, while cooking or heating with propane in the cabin, a window/hatch should be open. Otherwise, you will load the boat up with moisture which will condense on your walls and ceiling. For that reason, trying to heat your cabin with a propane stove top burner isn't very efficient.

Propane, being heavier than air, is dangerous. Should you have a leak in your system, it could fill up your boat with gas without you being aware of it. Given a source of ignition, disaster can ensue.

Natural gas is a much safer fuel. It is lighter than air, hence any leaked gas will rise and escape through ports/hatches/vents. The problem is its availability. There are few filling stations in this area. I do not know of any outside Vancouver. Therefore, natural gas is not an option for most BC boaters, which means we have to learn to live with propane. Also, the bottles used for natural gas are much heavier.

To improve safety on board, I have installed a propane monitor system. It gives us confidence that everything is alright when we light the stove. There are many propane sensing systems on the market. Xintex has several models ranging from basic to very sophisticated. But, they do not come cheap. Prices are in the \$200 to \$300 range. In addition, the connection at the bottle should be soap-tested whenever the bottle is changed.

Of course, you could rely on your nose to detect a gas leak. (Propane is normally odourless; Mercaptan is added to give propane its distinct odour.) But, as we get older, our noses may not be as sensitive as they used to be. Relying on your nose is risky.

Propane bottles should be stored in vented lockers. On my CS 36T, there are propane lockers aft on both the port and starboard sides. The locker has an opening at the bottom, which is piped to a thru-hull fitting just above the waterline. This opening serves two purposes. First, it drains any water that gets into the locker. Second, it serves as a vent to allow propane to escape if the pressure relief valve should activate or if there is a leak in any of the connections in the locker. (The pressure relief valve is provided so that, should the bottle be exposed to sunlight or otherwise heat up such that exces-

sive internal pressure develops, the valve will release propane, thereby reducing the pressure. The pressure relief valve is set to open at 350 psi. Normally, this heating should not occur if the bottle is stored in a locker in the hull. But, if on the pushpit, it could heat up sufficiently for the relief valve to be triggered.)

Propane bottles have to be re-certified every ten years. During the recertification process, propane tanks are pressure tested, receive a new valve with pressure relief and are given a new paint job.

The USA will not accept our propane valves. So, if you plan to travel to the USA for an extended period, you may want to have your propane bottles retrofitted with a US-acceptable fill valve.

We have had severe rusting on our propane bottles. Often, we have had to replace bottles before the ten year life is up. I believe that a large part of the rust problem is due to seawater entering through the drain hole. We can (should) not plug the drain/vent hole; but, we can put extra protection on the bottle. Under dry conditions, I cover the bottom half of my propane bottles, up to the weld, with a suitable plastic bag and tape it to the bottle with masking tape, making sure to get all the air out. A small white plastic kitchen bag is just the right size. I have tried it now for one season and I feel there is a lot less rust on the bottle than in previous years. The bag, of course, must not have any holes. My concern that there may be condensation on the bottle under the bag seems unwarranted.

Propane bottles should be checked and repainted every year with a good marine enamel available in many paint stores. When I repaint my propane bottles, I first remove as much rust as possible with a steel brush or scraper. With the bottle upside-down, I give the bottom half, up to the weld, one or two coats of paint. Then, I get a piece of small clear plastic hose, approximately 3/16 ID, cut it in 2" pieces, slice it open lengthwise and slip four or five pieces over the rim at the base. This way, the paint on the base does not get damaged when I turn the bottle right side up to paint the top half. To prevent the brush from going hard while the paint on the bottom of the bottle dries, I wrap it tightly in a small plastic bag and put it in the freezer. It stays soft in there for weeks. To avoid this annual job, some boat owners purchase stainless steel bottles. But, these are very expensive.

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**Propane on Board - con't**

From the extensive discussion recently on the CSOA e-mail "thread", many CSers have had difficulty in finding suitable replacement propane bottles. The size of the required bottle is dependant on locker size. For my 1987 CS36T, I use an 11 lb. bottle that is 16½" high x 9½" diameter. To find the size of bottle for your boat,

measure your propane locker carefully. Then, phone every propane distributor in your area until you find a bottle that will fit. Of course, it is desirable to maximize the size of bottle.

Capt. Carsten
CS 36T *Polaris*

What's in a Name?

Ed. Note: This is a new feature that I hope will become a regular. If your boat's name is unusual, is of special significance to you or you'd just like others to know why you chose it, please e-mail me your story, which I'll include in a future issue.

Our *Musashi* is a 1986 CS 30 which we purchased in Sidney in June of 1989. *Musashi* was a factory order, originally delivered to a lawyer in Vancouver. I understand his wife wasn't too keen on sailing and *Musashi* was virtually brand new when we began our 'love affair' with her. We liked the name 'Musashi' from the beginning, although we had very little appreciation for her name-sake.

Further research has revealed the following:

- Miyamoto Musashi was born in the 16th century in the Shogun era. He belonged to the exalted Samurai class. He was one of many Samurai warriors (called Ronins) that roamed the countryside redundantly in an era of relative peace. Musashi chose to pursue the ideal of the warrior searching for enlightenment through the perilous path of Kendo. (As an aside; our tandem kayak is called 'Kendo' and our inflatable is called 'Takezo' - Musashi's boyhood name).
- Musashi as a swordsman was invincible and, therefore, retired undefeated from the Samurai life to become an author, a philosopher, a teacher and an artisan. He did, in fact, become a Master of arts & crafts. He produced masterpieces of ink paintings, wooden sculptures and metal works.
- Musashi is probably best remembered for his writings. He wrote books on the strategy of warfare. Paradoxically, Japanese businessmen still rely on his philosophi-

cal musings for their business and sales practices. Adherence to honest principles tempers their dispassionate 'business is business' attitude - a conscience, where no perceived conscience exists. The Japanese answer to the Harvard MBA!

- Miyamoto Musashi's Life Study is thus as relevant in the 21st century as it was on the medieval battle-grounds, and applies not just to the Japanese race but to all nations. I suppose one could sum up Musashi's inspiration as 'humility and hard work!'

Of course, we are assuming the original owner named *Musashi* after this revered historical figure rather than the super battleship *Musashi* which was SUNK in the World War II!

On a personal note, Marilyn and I have often been referred to as 'Weekend Warriors' while sailing on *Musashi*.

With a fair wind and a good sail set, *Musashi* can cut an exacting swath through the currents and rip tides of our home cruising grounds. She has taught us humility and respect for the awesome power of Mother Nature. And, she has rewarded us for our hard work in any perceived tacking duel with any other sailboat in our sights. *Musashi* has allowed us to maintain an undefeated record in any sailboat race that we have encountered as long as we are able to arbitrarily establish the start times and finish lines!

There's more... but in sum, *Musashi* has added immeasurably to our 'SIMPLE' life!

Jack & Marilyn Williams
CS 30 *Musashi*

A Big CS West Welcome to:

Dennis Eade and Julia Oulton *C'est la Vie* (CS 36Merlin) (604) 929-9126 deade89@hotmail.com

Gary Fox. *Amourena* (CS 36T). (206) 335-3700 garfox@msn.com

Mark and Judy Ponti-Sgargi. *Tack-Tic* (CS 34) (250) 729-9956 ponti-sgargi@shaw.ca



It Really Happened!

to Barb & Dieter Giese

On Canada Day weekend we were in Genoa Bay. The weather was very pleasant, but we had a commitment for Sunday dinner with friends at a restaurant in Sidney. So, around noon, we headed home - motoring, since there was no wind.

After dodging ferries in Schwartz Bay, we noticed a rather large black cloud ahead. It looked like it would rain - hard - before we could get to our dock in Port Sidney and our cockpit enclosure wasn't up. So, rather than take our normal route through Iroquois Passage, we decided, even though it was low tide, to take a short-cut through Page Passage.

Dieter was steering and I was standing on the starboard seat leaning on the dodger as we passed the green "can" when, all of a sudden, all H--- broke loose! There was a terrible grinding noise as we came to a dead stop. We had struck a rock!

We floated back off the rock and steerage seemed OK. Running down the companionway to check the bilge, we discovered some water. But, we didn't see any crack, so we decided what was there must have been there before. Or, given the complete shambles below (the stove was off its gimbals, dishes had fallen out of the cupboard, charts were everywhere and a bottle of red wine stored in our table locker had broken when it smashed against another bottle), perhaps we'd cracked a water tank in the collision.

We decided, shakily, to continue on to Port Sidney. When we tied-up, I was undecided whether to cry, throw-up or have a drink. Fortunately, the couple in the next boat came over and we had a chance to calm down by talking to them.

We then started to put the boat back in order. Afterwards, we checked the bilge again and found the water level a little higher. This time, we tasted it. Salt!

Fortunately, the bilge pump could easily handle the seepage. We phoned Westport Marina, where we had kept the boat for several years, to see if they could haul us. They were very obliging, and told us to be there at 8:00 AM the next day - a holiday. Then, we phoned the insurance company.

We still went to dinner that evening, where we ran into Sally and Pierre (*Katia*) and Stephanie and Carsten (*Polaris*). Their understanding helped make the evening more pleasant than it might otherwise have been. Before going home, we returned to Port Sidney to check

the boat, which was still afloat, but spent a rather sleepless night anyway. Early the next morning, Dieter took *Blue Lagoon* across Tsehum Harbour to Westport and, shortly after 8 AM, she was out of the water. Sally and Pierre, who were enjoying reciprocal privileges at nearby SNSYC, were there to give us moral support.

We discovered a large (6") dent in the leading edge of the keel, with a small piece of rock still embedded in it. There was also a hairline crack where the keel joins the hull. "No big deal!" we thought. "A bit of fiberglass here and there and all will be fine". NOT!!! After the surveyor tapped his little hammer in several places, we discovered the damage was much more severe - we had also cracked several stringers.

The surveyor suggested moving *Blue Lagoon* to Blackline Marine, in Canoe Cove. He felt they would be better equipped to handle the repairs (and they don't charge a daily fee for the boat being "on the hard"). So, back into the water went *Blue Lagoon* and Dieter and Pierre motored her to Canoe Cove where she was hauled-out once again.

From the moment we arrived at Blackline, we were impressed with their courtesy and professionalism. In order to get at the stringers, they had to remove the settees and water tanks (but, you wouldn't know it now!). The repairs consumed 2½ months and \$33,000. The boat is now stronger than before and looks great, but we missed the best cruising season in years.

We wondered how we could do so much damage when we were only going six knots. The surveyor told us that, as our boat weighed 18,500 lbs (4 golf cart batteries, 44 lb anchor, 200' of chain, etc.), the force of the collision was equivalent to a car hitting a wall at 30 mph.

How did this happen? We have been around Vancouver Island twice, to the Queen Charlottes and down to Mexico. We just got a little complacent. It was only a little comforting when the insurance company told us we weren't the only ones to have hit a rock that weekend.

We hope that by reading this, if you have a choice of a safe route or a, perhaps unfamiliar, not-so-clear one, you will take the safe one. Next time, we certainly will! (We've got that little piece of rock to remind us.)

Barb Giese
Blue Lagoon



**Newsletter of the CS Yacht
Owners Group West**

CS West is published quarterly, in January, April, September and November, (we hope!). Deadline for submissions is the 15th of the previous month. Please send your contributions to the Editor:

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**Your CS Yacht Owners Group West
2002-03 Executive**

President: David Krauel
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Port Captain: Carl Swanson
Technical Advisor: Carsten Nachtigahl
CS West Editor: Don Grovestine

Fall Rendezvous - con't

narrow channel between the boats moored along both sides of the long dock-fingers. (Several others used this same tactic.) *CS Cape* and *Slip Stream II* left next, demonstrating their reversing skills to the watching eyes of the rest of us. Well done, gentlemen! The last boat (*Gadgets*) left at about 11:30 AM.

and the beat goes on . . .

Polaris, *Trelawney*, *Katia*, *Blue Lagoon* and *Gadgets* headed southeast to continue the rendezvous at Montague Harbour. The wind was fluky, but we all managed to sail for some of the time. By mid-afternoon, we all were moored/anchored in the same corner of Monta-

gue Harbour. Happy hour was aboard *Katia* and, on Monday, on *Gadgets*. *Trelawney* left for home Monday morning, while the rest of us took a long walk ashore. Dinner Monday evening was at the Hummingbird Pub, near Sturdies Bay. (Recommended! A great meal of pub fare, together with drinks, tip and transportation to/ from the boats came to just over \$50/couple.) On Tuesday morning, we all went our separate ways.

This was *Gadgets* first rendezvous. It won't be her last. To quote Wendy, "There sure are a lot of nice people in CS West!".

Don Grovestine
CS 36T *Gadgets*

Boats For Sale

CS 27 *Suntune 2* - Don and Janet Strang, (250) 248-4272 or dstrangg@shaw.ca

CS 27 *Jack* - David Spear, (250) 492-8759 or tds@uniserve.com

CS 33 *First Morning* - looking for new partner (boat in Sidney/Victoria area) - Barry Rolston, (250) 652-5501 or bwrolston@shaw.ca

CS 33 *Northern Valour* - Leigh and Bonnie Stewart, (250) 701-7476 or leigh_stewart@excite.com

CS 36T *Morning Light* - Craig Darling, (250) 656-6407 or craigdarling@shaw.ca

CS36T *Second Wind* - Dick MacEachern, (604) 576-2528 or dick99@shaw.ca

Inflatable Tender - 9' 6" Bombard AX3, slatted floor. Rolls up to 2' x 4'. Carries 4 adults. Up to 4hp o/b. In good condition with new valves, inflatable seat, storage bag, two sets oars, foot pump and spares. \$695 OBO. Duart Snow, (604) 875-1396 or djsnow@sprint.ca.

Time to renew your marine insurance? Pierre Porcheron has negotiated a **GREAT** group deal for CS Yacht Owners Group West members with Pacific Marine Underwriting Managers in Vancouver. Several of us have saved up to \$300 in premiums over last year. The underwriter is Continental Casualty Insurance of Canada. Contact Richard Creed at (604) 535-2681 or on his cell at (604) 290-3722. Pierre is also attempting to negotiate with the same company group rates for home and automobile insurance for the group.

PROUD



OWNERS