



**Spring  
2006**

Volume 9, Issue 2

## Newsletter of CS Yacht Owners West

**Happy  
10th Anniversary**



**CS West**

### Ten Years in Retrospect

We bought *Polaris* in late 1995 after a lengthy search for a suitable boat - one that was solid, well maintained, fairly comfortable and reasonably affordable. Carsten had chartered a CS 33, *Mary Bye*, in the 80s and I had spent a weekend on *Slipstream*, a CS 36T with my office partner, Elsie (DeBruijn) Wollaston, so we were somewhat familiar with CSs. We started asking around to get others' opinions. It turned out that everyone we talked to had high praise for CS boats.

The choice was made!

While cruising on *Polaris* during the following summer, we encountered several other CSs. We met Mike McGaw (*Blue Heron*) in Musket Island Marine Park, Barb and Dieter Giese (*Blue Lagoon*) in Pendrell Sound and Janet and Bill Jackson (*Optical*

*Illusion*) in Laura Cove. At one point that summer, there were five other CSs in Roscoe Bay along with us. We all got together for an impromptu happy hour. Everyone felt we should form a CS group. The Gieses, who were getting ready to go offshore, handed me a list of West Coast CS boats they had been compiling. Mike had several more names. Bob and Kathie Thompson (*Heron*) also had a list. It seemed there were at least thirty CS boats in the area!

I started calling people about forming a group; all were enthusiastic and they fed me even more names. Bill Earle (*Arbutus Girl*) booked a room at the Royal Vancouver Yacht Club and we called a meeting

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**Spring  
Rendezvous  
Port Browning  
Marina**

**May 19-22**

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**Fall  
Rendezvous  
Telegraph Har-  
bour Marina**

**Sep 30—Oct 2**

Details in next issue

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**Retrospect** - for Saturday, April 19, 1997. Forty people attended and CS Yacht Owners West came into being. A volunteer executive group was formed to get the ball rolling and lay down basic guidelines as to what we wanted to do. The initial executive members were:

Chair: Mike McGaw  
 Treasurer: Phil Cocking (*Trelawney I*)  
 Newsletter: Bob Thompson  
 Membership/Secretary: Stephanie Greer  
 Technical: Carsten Nachtigahl  
 without portfolio: Alan Mackworth (*Cartouche*),  
 Ralf and Helga Schmidtke (*Mystique*)  
 Marianne and Dick Duffley (*Whistler I*)  
 Ray Casson (*Juno II*).

Executive volunteers through the years include:

Chairs/ Don Foran (*Sabbatical*), David Krauel  
 Commodores: (CS *Cape*) and Bev Bayliss (*Luana*)  
 Treasurer: Marianne Duffley (*Whistler I*)  
 Publicity: Ron Cook (*Slipstream II*)  
 Treasurer/Raffle: Pierre Porcheron/Sally Kobelka (*Katia*)  
 Dockmaster: Carl Swanson (*Carriad*), who filled that role for many rendezvous (and who was especially effective at Port Brown- ing where we often needed protection from encroaching power boats)

and, of course, our current executive shown on the back page of this newsletter. Positions and responsibilities tended to evolve over the years with changing needs or due to the strengths and interests of the executive.

Many other members have assisted from time-to-time.

Our main purposes in forming CS Yacht Owners West was to provide an opportunity for CS owners to get together several times a year to exchange information, advice and ideas, to be a mutual support group and to pro-



Two of the founding boats



The "old CS Gang" - Ray Wall, Jim Flannery and Paul Shield

mote friendship. We did not want to compete with the yacht clubs. Rather, we wanted to keep things simple and flexible and minimize bureaucracy. Hence, we never registered as a formal society. It was decided to charge a nominal \$25 annual membership fee to cover costs - unchanged today. We evolved a format of two sail-in rendezvous (spring and fall) and two drive-in meetings per year (winter). This worked well for us and, except when stormy weather was forecast, attendance has been excellent. We also hold several informal mini-rendezvous each summer at popular anchorages. CS West has a lot of boats in a fairly compact area, so it is relatively easy for us to get together.

At about the same time as we formed CS West, a CS Owners Association was formed in the eastern U.S. by Anton Imling (since passed away). Initially, the two groups were unaware of each other. Skip Ross of San Francisco set up the CS Yacht Owners Associations web-page ([www.closereach.com/csoa/](http://www.closereach.com/csoa/)) and the CSOA e-mail discussion list on Yahoo!, which is still used today by CS owners all over North America. Anton Imling and his wife, Shirley, attended our November 1997 meeting at the Royal Vancouver Yacht Club.

Our membership was originally expected to be around thirty boats. We now have over ninety and more keep "coming out of the woodwork". Ray Wall, the designer of most of our boats (27, 33, 36T) is a member of our group and attends many of our functions. Ray sails a Quanta 28 (*Lollipop*), which he also designed. (He claims to have fixed any mistakes he made in the design of the CS with the Quanta 28.) Being similar to CSs, we invite the local Quantas to join our group. Only twelve were built; five are members of CS West. As well, an early Ray Wall design, a Camper Nicholson 30 (*Battle Axe*), has just joined us. The owner, David Scandrett, describes her as "a CS 27 on steroids".





Some of our active past members have moved on to bigger sailboats (Bob Bayers, Bill Earle, Pierre and Sally-Porcheron), trawlers (David Krauel, Tony Brett, Don and Janet Strang) or other powerboats (Bev and Mike Bayliss). Others have given up boating altogether or, sadly, have passed on (Veronica Bayers, Dave Campbell, Yale Malkin, David Peter, Manuela Schulte) and are much missed. Still others have simply disappeared "off our radar screen". Due to not infrequent boat sales and new boats arriving from "back East" with their retiring owners, our membership is in a constant state of flux but, fortunately, always increasing.

Our first rendezvous was at the Port Browning Marina, Pender Island, on the Victoria Day long weekend in May 1997. Twelve boats attended. We have continued to go to Port Browning every May since, in spite of its less than state-of-the-art facilities. We have held e-mail votes on whether or not to change from Port Browning to, first, Otter Bay and then, second, to Poets Cove, a resort, for our Spring Rendezvous. Both votes were overwhelmingly in favour of staying with Port Browning. Even with the laid-back approach of the staff and shortage of power on the docks, we always seem to enjoy ourselves there. 2006 will be our tenth year at Port Browning. If the rumoured sale goes through, maybe the docks and washrooms will be upgraded.

We have diversified more for the Fall Rendezvous. We started at Silva Bay, due to its convenient location for the Vancouver-based members. But, after the old docks were almost blown away - with us attached - in 1999, we moved the Fall Rendezvous to Telegraph Harbour Marina for one year and then to Thetis Island Marina the next. Telegraph Harbour was the favourite. But, it is a popular site for rendezvous and other groups who are already "regulars" renew every year, relegating us to the shoulder-seasons. So, after returning to the refurbished Silva Bay Marina for two more years, we enjoyed Telegraph Harbour last year on the first (unsettled-weatherwise) weekend in October.

On the whole, we have been fairly lucky with rendezvous weather. Only two rendezvous have been blow-outs: Silva Bay in 1999 and Port Browning in 2005 (gale force winds in the south and hurricane force winds in the north). Nonetheless, in both cases, those that arrived Friday had a good time despite the weather.

The main activities at rendezvous are checking out each other's boats for ideas on how to spend more money or solve problems, swap meets, raffles, walks, technical sessions, skippers' meetings, happy hours, potluck dinners -



*The first CS West rendezvous - Port Browning, May 1997* and lots of socializing. We have had bocce ball tournaments, blind-folded dinghy races, scavenger hunts and tugs-of-war - whenever someone volunteered to organize those events.

We have settled into having a dinner meeting at the Royal Vancouver Yacht Club on the February Vancouver Boat Show weekend and another one at the Sidney





*"The ladies" at the 2002 SNSYC Fall Meeting*

North Saanich Yacht Club at the beginning of November. These meetings feature knowledgeable speakers - members and others - on a variety of topics. We have had talks on electronics, sails, weather, insurance, buying and selling boats, ancient war ships, and offshore cruising. Ray Wall talked to us one year about the development of CS yachts and answered many questions. For the past two years we have arranged an interesting tour in conjunction with the November meetings – first the Coast Guard Communications Centre at Pat Bay and, last fall, the icebreaker Sir Wilfred Laurier (which was involved with rescue efforts during the recent Queen of the North ferry sinking).

Don Grovestine (*Gadgets*) has been newsletter editor for several years - only our second. Bob Thompson did the job for the first five years. Don has also created an interactive website - <http://cswest.ca>. Members can update their own membership and boat information and access the boat information of others. They can also advertise boats and equipment for sale and e-mail all other members. Our newsletters are posted on the website. (At one point, we were mailing out over a hun-



*Silva Bay Fall Rendezvous, September 1998*

dred copies of our newsletters. Now, most members receive them electronically. Only about fifteen copies are delivered by "snail mail".) The web site also has links to other useful sites and resources.

All members with e-mail are included in our other (and first) e-mail list [cswest@interchange.ubc.ca](mailto:cswest@interchange.ubc.ca). This list is used mainly by the executive to advise members about upcoming events, boats for sale or wanted, and other CS West information of general or local interest. But, it is available to any member who wishes to send a message



*Port Browning, May 1998*



*Swap meet and socializing - Port Browning, May 2000*





*Clam Bay mini-rendezvous, August 2000 - More sun anyone?*

to all other members (but we discourage its use for discussion purposes - which is what the CSOA discussion list is for).

Our boats have maintained their value. The CS36T, especially, seems to be much sought after. We hope that the reputation of our "good old boats" is due, at least in part, to having an active CS group. I try to keep track of boats for sale or wanted – and occasionally feel like a matchmaker.

Recently, due to our expanding numbers, we have been able to arrange discounts for our members at several marine stores and other operations. To facilitate obtaining those discounts, we now issue membership cards annually as they are sometimes asked for. A list of suppliers who offer discounts to CS West members is included on the back page of the newsletter and an always-up-to-date list with additional details is maintained on the website.

Norm Smyth has negotiated group discount coverage for members of CS West for boat insurance with HUB/TOS, similar to what they offer to the large Vancouver



*Port Browning - May 2001 - Let's sink Carl's boat*

area yacht clubs. You can check their rates and coverage with Paul Mendham (a Quanta owner) at [paul.mendham@hubinternational.com](mailto:paul.mendham@hubinternational.com) or (604) 990-6496.

Pierre Porcheron organized a similar group discount with another insurance company a few years ago, but they lost interest as not enough of us participated. HUB/



*2000 Fall Rendezvous - Silva Bay - Bob's famous fish-chowder*



*Montague Harbour mini-rendezvous, August 2001*





Telegraph Harbour Marina, September 2001

TOS is certainly worthwhile investigating by those considering a change of insurance agents.

We have adopted the CS Yachts logo on a white background as our burgee. Jonie Foran has arranged with



Port Browning, May 2002  
Dick knows how to relax!

several retail outlets to embroider CS logos on our sailing wear. Bill Earle had his company design a CS West logo, which we place on the front and back pages of our newsletters, and produce two large banners bearing those logos for our meetings.

We have all benefited tremendously from our group. In Carsten's and my case, when our Westerbeke 33 engine started



March 2002 in Montague Harbour

making gruesome grinding sounds while we were in Princess Louisa Inlet. We had two offers of a tow: from the Traceys in *Take Five* and the Clovers in *FarFetch*. Fortunately, we made it back to Point Roberts before the engine gave up the ghost completely and Pierre Porcheron towed "*Polaris*" to the Travellift. Vivian Wu (Taffy) once valiantly towed *Sabbatical* the entire distance from Port Browning to Vancouver - a 17 hour trip. There is always someone ready to give advice or a helping hand when needed.

CS and Quanta Owners are a great group of people and we appreciate all the wonderful friends we have made.

Stephanie Greer  
CS 36T *Polaris*

(Ed. Note: For more trips down "memory lane", please check the [newsletter archive](#) on the website.)



If we can keep them this happy, guys, even when it's raining, we're gonna' sail for a long time to come



# Port Browning Spring Rendezvous

**May 19<sup>th</sup> - 22<sup>nd</sup>**

Come and join your CS West friends on the May long weekend at Port. Browning. You will have the opportunity to meet other owners of boats like yours or of your 'next boat' and compare notes on projects and upgrades. There will be activities for everyone: technical sessions, shopping, hikes, pub-crawling, lots of great food and a swap meet for all that great gear that you no longer need!

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**Saturday night - Dinner and Raffle in the Café**  
**Sunday morning - Annual Meeting**

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Stephanie and Carsten will be your hosts – Please let them know if you can help with any activities.

37-1255 Wain Road  
Sidney BC V8L 4R4

Phone: (250) 656-4200 E-mail: [smgreer@shaw.ca](mailto:smgreer@shaw.ca)

Please register on-line at <http://cswest.ca>

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## Mark your calendars now for:

### Mini Rendezvous:

Clam Bay: Saturday, July 15<sup>th</sup>

Squirrel Cove: Sunday, July 30<sup>th</sup>

Montague Hbr: Saturday, August 26<sup>th</sup>

**Fall Rendezvous:** Friday, September 29<sup>th</sup> – October 1<sup>st</sup> at  
Telegraph Harbour Marina, Thetis Island

**Fall Meeting:** Saturday, November 4<sup>th</sup> at SNSYC in Sidney, BC





## CS West Winter Meeting

Sixty-one people sat down for a roast beef or salmon dinner at the Royal Vancouver Yacht Club on Saturday, February 11th.

Twenty-nine boats were represented at the dinner. They are: *Amoraes*, *Battle Axe*, *Blue Heron*, *Captivator*, *Carriad*, *Cashelmara*, *C'est la Vie*, *Deckadance*, *Driftaway*, *first morning*, *Heron*, *Huff 'N Puff*, *Kewao*, *Leap of Faith*, *Malanka*, *Minnedosa*, *Mistral*, *Misty Gray*, *Musashi*, *Mystique*, *Nikik*, *Polaris*, *Trelawney I*, *Sabbatical*, *Seonag*, *Slipstream*, *Sloop Therapy*, and *Wind Dancer*. (*Battle Axe* is a Camper Nicholson 30, also a Ray Wall design and so a close CS relative, owned by new member David Scandrett.) Bill and Susan Earle stopped by for happy hour but had to leave for another engagement. Bill helped get our group started and also designed our logo and printed the CS West posters that we put up at meetings. His CS 36T *Arbutus Girl* is now up for sale, but we hope that Bill will keep in contact.



After much socializing and dinner, Erik DeBruijn introduced the speaker, Hector Williams, a UBC Professor of Classical Studies. Erik had been on a archaeological dig with him and had recommended him as a speaker. Dr. Williams gave a very interesting talk on the historical and archaeological significance of the Greek Tirenian warships. These were used as battering rams in battle. They had three tiers of well-respected and well-paid rowers in very cramped conditions. Remains of a few wrecks have been discovered. The Greek government had a reconstruction made at vast expense.

Norm Smyth asked for volunteers to take over the newsletter and raffle. Don Grovestine will continue to manage the webpage. Carsten Nachtigahl had been buying raffle items until a new raffle-master could be found. Mike McGaw agreed to relieve Carsten of that duty.



However, no one came forth to take over as newsletter editor from Don.

The ever-popular raffle was run by Carsten. Great prizes (mostly bought at the Boat Show) were won by many happy members. After that, more socializing and then home to bed.

Thanks to Ralf and Helga Schmidtke for making the arrangements with the Royal Vancouver Yacht Club, Erik De Bruijn for arranging the speaker, Bill Earle for getting a deal for members at the Quality Inn, Mary Ellen Spinar for coordinating the event, Norm Smyth for acting as master of ceremonies, Carsten Nachtigahl for organizing the raffle, Nancy Williams for selling raffle tickets, Stephanie Greer for manning the reception table to collect dinner money and memberships, and to those Vancouver members who provided bed and breakfast for some of us. "Many hands make light work" is certainly true when it comes to successful CS West events.

Stephanie Greer  
CS 36T *Polaris*









## Commodore's Corner

Happy Birthday all!

It has been ten years since a few visionary CS boaters conceived the idea of forming a CS boaters association in the Pacific Northwest. This newsletter contains articles from some of you commemorating the formative days of what is now a flourishing association of over 90 boaters. Friendships have been formed, boats improved and money saved because of our association.

In celebration of our 10<sup>th</sup> anniversary, we will make a \$350 donation to junior sail training at each of two yacht clubs who have kids looking for financial support: SNSYC and WVYC. These grants will be used to assist in covering the costs of sail training for a few kids who otherwise may not be able to afford to learn to sail. And, to honour the designer of our fabulous boats and the person responsible for our continuous pleasure and pride in our boats, we will make Ray Wall an honorary life member of CS West at the Port Browning rendezvous in May. We will also have a special award for him! Come and join us in honouring Ray and Pauline in May.

Finally, we have designed a special 10th Anniversary logo for embroidery onto clothing items. The logo combines the standard CS logo with a CS West 10<sup>th</sup> anniversary banner. We expect it will be available from all the usual outlets - The Dog's Ear T-Shirt & Embroidery Company in Richmond, Victoria and West Vancouver, Justin Stitches in Vancouver/Granville Island and E-Zone Embroidery in Nanaimo - but only for the balance of 2006. More details on these outlets are on our website. Special thanks to Feather Mills and Don Grovestine for assisting in its design.

Your new raffle director, Mike McGaw, has offered to issue one free raffle ticket to anyone who has one of these anniversary logos on a piece of clothing at each major rendezvous and meeting in 2006 - limit of one free ticket per person!

**Happy 10<sup>th</sup> Birthday CS West!**

Norm Smyth  
CS 36T *Cashemara*

## Bill Jackson Reminisces

I guess it was ten years ago last summer that we were motoring out of Pendrell Sound in *Desolation*. A quick look left and there was a CS 36 coming out of another arm at the junction. A quick look right and another CS 36 was merging with us. One, two, three, we followed each other into Roscoe Bay. As we entered,, another CS 36 was anchored there. It was *Slipstream II*. The other boats were *Polaris* and *Blue Lagoon*.

The rest of the week-end was history. We talked CSs non-stop and did a lot of boat hopping. Our daughter

and her boyfriend from Germany were on board with us. They were not impressed!

Stephanie and Carsten, on *Polaris*, must be given most of the credit for actually doing what we all talked about. - which has snowballed into CS West in its present form.

Happy 10th.

Bill & Janet Jackson,  
*Optical Illusion 1&2*

## New Members

A BIG CS West welcome to this quarter's bumper crop of new members:

Peter Jay and Sumi Ross	<i>Scorpio III</i> (36T)	Westport Marina	<a href="mailto:pjay@telus.net">pjay@telus.net</a>
James and Lillian Perkins	<i>Serendipitous</i> (27)	Campbell River	<a href="mailto:jimnllil@telus.net">jimnllil@telus.net</a>
Douglas Hudson	<i>Wind Dancer</i> (27)	Thunderbird Marina	<a href="mailto:hudsond@shaw.ca">hudsond@shaw.ca</a>
Angus Ellis	<i>Nootka Rose</i> (36T)	Lasqueti Island	
David Scandrett and Phyllis Carlyle	<i>Battle Axe</i> (CN30)	Crescent Beach Marina	<a href="mailto:scand@shaw.ca">scand@shaw.ca</a>
Miles Edwards	<i>Goldcrest</i> (36T)	Nadon, Esquimalt	<a href="mailto:milesedwards2003@yahoo.ca">milesedwards2003@yahoo.ca</a>
John Baker and Lornell Ridley	<i>Sante</i> , formerly <i>Gamma</i> (27)	Thunderbird Marina	<a href="mailto:ridleybaker@telus.net">ridleybaker@telus.net</a>
John and Sharon Amy	<i>FarFetch</i> (36T)	Nanoose Bay	<a href="mailto:john@proflyer.com">john@proflyer.com</a>





## For CS27 Owners

During a recent survey, an area on the starboard side of our mast was found to have gone soft.. This area was about 6in. wide by 12in. long - running from the back of the mast step forward. When the masthead wiring was installed, it was not properly sealed, allowing water to enter the core of the deck.

The repair involved a long process of first, removing the headliner, then cutting a slot where the cables came through the deck, using a modified electrician's drill to drill four channels forward through the soft balsa core, pumping warm air into the channels for a month until the area was completely dry, filling the channels with "Git Rot", patching the underside of the deck and then, finally, filling the rest of the void with a mixture of colloidal silica and epoxy.

I had seen a deck fitting on a Gib Sea 43 at our marina that looked like it would solved my cable entry problem.

I did not want to use the usual fittings that chandleries sell (small glands like the one that caused the initial problem). I contacted many sources on the Coast ,but did not find anyone who carried this vent-like fitting or who even knew where one could be found.

Enter Roland Irons ("lucked onto him" at the Boat Show). I showed Rolly a picture that I had taken of the fitting on the Gib Sea. "Low and behold", he produced one in a week. The quality was incredible - far exceeding my expectations. I would highly recommend his services. It is great to see that there are still people who take pride in their work. This also demonstrates that the "Boat Show" is a great resource for Island boaters. I hope this story may be of some help to members who may have the same problem that we encountered.

Carl Swanson  
CS 27 *Carriad*

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## Outboard Motor Drill

The discussions about downsizing the dinghy outboard began two years ago after I had "blown-out" my back more than once carrying it from the outboard mount on the stern rail down onto the dinghy transom.

Finally, in the Spring of 2005, I placed an ad for the outboard, but it didn't sell. Our summer holiday time on the boat arrived and we set off with the original outboard - all sixty pounds of it. We often joked about the day when I drop it and what we would do, although we managed the transfer from boat to dinghy and back many times without incident. But, of course, the day of reckoning finally came. It was the last day of our trip - a day I'll remember well - August 30, 2005.

We were tied to a dock, so I climbed down onto our stern step/cutout, tied the dinghy across the stern of the boat, climbed into the dinghy, loosened the outboard mounts, lifted the motor up and rested the leg briefly on the dinghy transom until the water drained, and then.....whoops - bad time to lose one's balance.

I fell towards the stern of the dinghy, which was also towards the dock. As I fell, I managed to hold onto the outboard with one hand and reach out with the other and grab the dock rail. When I finally came to rest, my feet were just hooked onto the dinghy transom (with my shins banged up pretty good), my right hand was in a

death grip on the dock rail, most of my body was in the water, and the outboard was in my left hand. I didn't realize that outboards actually float for a short period of time (I guess because of the trapped air in the motor cover). The motor finally became fully submerged, and I'm not quite sure why, but the only thought I had was "Do not let go of the outboard motor". I'm also not sure why, but I didn't say or yell anything. Thankfully my wife and a neighbouring boater heard the commotion, and came to my and the outboard's rescue.

After rinsing the outboard off with fresh water, replacing the spark plug, draining the carburetor of salt water, and yes, putting it back on the dinghy, it actually started fine on the second pull. I let it run for about 15 minutes, and then carefully went through the drill again to get the outboard back up onto the stern rail mount. When we got home I did about four oil changes to make sure it was free of salt water (it's a four cycle), and it continues to start and run well.

By the way, I am still in the market for a smaller outboard motor that I can lift with one hand, and our experienced, but still-extremely-reliable 5 HP outboard remains for sale. Any takers?

Denis Eade  
CS 36M *C'est la Vie*

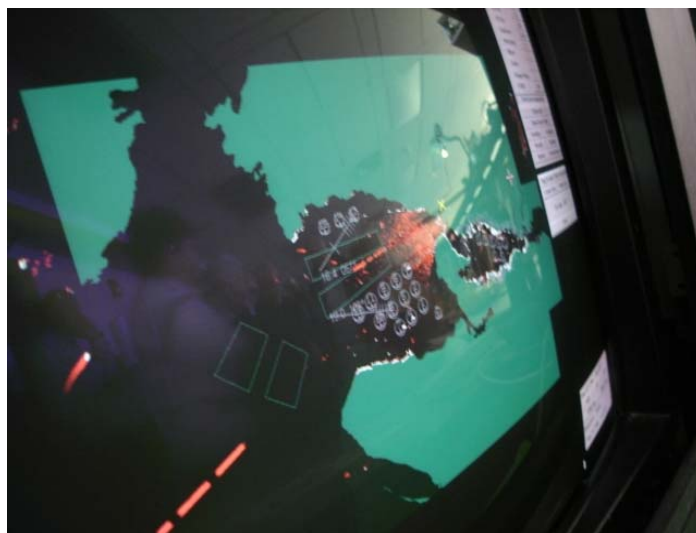


## Vancouver Coast Guard Traffic Control Center Tour

On Saturday, March 11, ten Vancouver CS West members and two boating friends were fortunate to have a tour of the Vancouver Coast Guard Traffic Control Centre. It was presented by Supervisor Lucia Bakker. Those attending were Alec Lowenthal, Rolf Johansson, Ken and Scott Morrison, Elaine Allen, Sonia and Simon Bergen-Heningouwen, Vivian Wu and friends Paul and Judy Stanley, Phil and yours truly (that's me on the left).



The view from the control centre was magnificent. The North Shore mountains had new snow which contrasted with the blue skies and Vancouver harbour. But even more impressive were the many banks of computer screens in the room. There are four separate areas for the distinct functions; radar, camera, radio and harbour security. So much was explained but even I, a "low tech", grasped how complicated their work is.



The first large sweep of screens displayed radar views of the harbour north and west of the Iona outfall to Bowen Island and east into the harbour and beyond the Second Narrows bridge. The radar does have its "blind spots" especially along the harbour shoreline and into Port Moody. On screen, we could see the "paints" of the ships in harbour. If anchored, they were a steady white shape but, if moving, they were shown with a red streak behind. Continuous tapes record all information, which is stored and retrieved if an incident should occur.

We were shown radar tapes of an incident in which a motor vessel attempted to cross between a tug and its tow, with tragic results. Another incident occurred when high water, flood tide and strong winds combined to set a tanker out of control and endangered the Lions' Gate Bridge. However, co-ordinated and quick action on





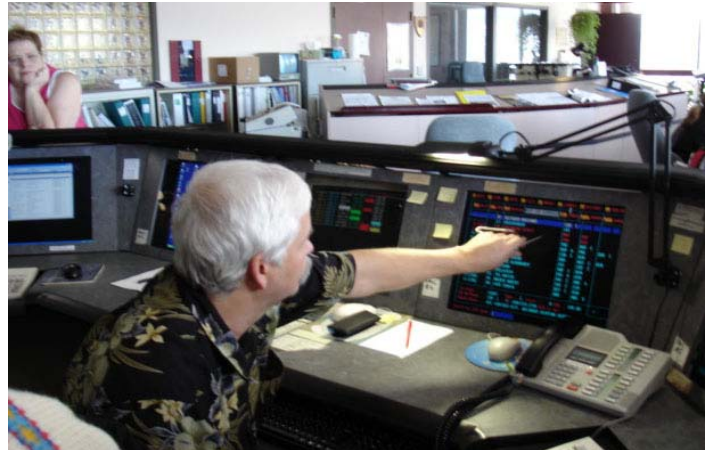


the part of the Coast Guard and a flotilla of tug boats finally secured a satisfactory conclusion. New rules for such conditions have now been established.



The second area showed multiple camera views of the harbour. Three different cameras record the scenes. An individual on the Canada Place dock was clearly visible. The radio communication control centre was next. We heard calls coming in on Channel 16. These were responded to in the Coast Guard's usual crisp, clear, professional manner. All communications are saved in a written log and taped.

Last, but not least, we were pleased to have Per Pedersen show us how they control ship movement. He ascertains whether clearance has been given to each international vessel. Reports must be provided by the officers of the vessel 96 hours and 24 hours prior to harbour entry. Clearance must be given and then, of course, a pilot must be taken aboard. Per knows the vessel's name, registry, the previous port-of-call, its present cargo, the berth/dock site, how long it will stay, what cargo will be taken aboard and the date and time of de-



parture. Dangerous cargo or security risks may also have to be considered. We learned most of the tankers are now double hulled. I was surprised to find out river pilots and harbour pilots remained in their own area of expertise.

Lucia explained how the five or six people on duty during their 12-hour shift work together keeping each other aware of any possible problems. Each person has the ability to man any one of the four stations. One of their worst shifts is during the "Symphony of Fire" performances. The hundreds of boats in the harbour create a large white band on the radar rather than individual dots. Fortunately, extra Coast Guard vessels patrol the area during these events.

It was a great opportunity to see our Coast Guard at work and made me even more appreciative of their efforts. In appreciation of Lucia Bakker's excellent tour, we presented her with a CS burgee. A big thank you also goes to Norm Smyth for organizing this event.

June Cocking, roving reporter  
CS 36T Trelawney I  
Photographs by Alec Lowenthal  
CS 33 Huff 'N Puff





## Newsletter of CS Yacht Owners West

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

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Technical:	Derek Barrio	(250) 653-2325
Rafflemaster:	Mike McGaw	(604) 877-1727

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

## From our Members ...

FOR SALE - CS36T *Kendra* - Meticulously maintained. Many upgrades in gear and systems. Very comfortable couple or family boat. Specs and equipment list available. \$97,500. Jack Woodward, (250) 477-2722, [mjwoodward@auracom.com](mailto:mjwoodward@auracom.com).

FOR SALE - CS 36T (1984) *Arbutus Girl* - Loaded, clean, first class and meticulously maintained. Recently-rebuilt W33. Cdn\$109,000. Info from Bill Earle at [www.earle.ca/cs36.htm](http://www.earle.ca/cs36.htm) or contact Paul Shield at Allied/Tri-Shore yachts Group, (604) 736-0300, [trishoreyachts@shaw.ca](mailto:trishoreyachts@shaw.ca).

## Are Your 2006 Dues Overdue?

If you haven't renewed your membership for 2006, please either see Stephanie at the Spring Rendezvous or mail your cheque for \$25, made out to CS Yacht Owners West to her at 37-1255 Wain Road, North Saanich BC V8L 4R4.

## 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 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.

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

