



CSWEST

CS Yacht Owners West

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Newsletter of CS Yacht Owners West

Spring 2007

Volume 10, Issue 2

RVYC Dinner

Forty-nine CS, Quanta, and CN owners attended our February Boat Show and dinner meeting at the Royal Vancouver Yacht Club on Saturday, February 10th. Mike McGaw had arranged for us to have the elegant dining room overlooking the water and a delicious meal of prime rib or salmon.

First time attendees were David Scandrett who sails a Camper Nicholzen 30 *Battle Axe* (an older Ray Wall design which David refers to as a "CS 27 on steroids"). We hope to see her at a rendezvous. Other first timers were Peter and Yvonne Vandergugten who hail from Fort St. John and have a CS 27 *Coast Wanderer*; Jon Baker and Lornell Ridley owners of CS 27 *Sante* (formerly *Gamma*); and Douglas Hudson of *Wind Dancer* (27). Pierre and Sally Porcheron, former members who now have a Catalina 42, also joined us.

Paul Mendham, a Quanta owner, who works for HUB/TOS International, gave us an enlightening talk on what comprises proper marine insurance

coverage. He also showed us a few horrific slides of marine disasters. Paul is writing an article for *Pacific Yachting* on the subject. Those of you who missed the talk or have less than perfect recall should watch for it.

Boats represented were *Blue Heron* (33), *Battle Axe* (CN), *C'est La Vie* (M), *Cashelmarra* (36), *Coast Wanderer* (27), *Corcyrian* (36), *Deckadance* (33), *FarFetch* (36), *Feliner* (M), *Gadgets* (36), *Heron* (36), *Huff Puff* (33), *Kewao* (36), *Misty Gray* (36), *Nikik* (30), *Mystique* (33), *Optical Illusion* (36), *Polaris* (36), *Quailo* (Q), *Sabbatical* (33), *Sante* (27), *Slipstream* (36), *Sloop Therapy* (33), *Tac-Tic* (34), *Thaleia* (33), *Trelawney I* (36), *Wind Dancer* (27), and *Wind Dancer* (36).

Stephanie Greer

CS 36T "Polaris"

Commodore's Corner

Regretfully, this will be my last Commodore's Corner. Having served as Commodore for three years it is time to pass the helm to another Skipper. I have enjoyed this role in this wonderful group, but I face an increasing workload, and I need to free up some time. I am pleased to inform you that Tom Shenton is willing to stand for election at our AGM in May.

Reflecting over the past three years I note with satisfaction the group has continued to grow - reaching a record 95 members in 2006. This is about 75% of all CS and Quanta boats in the Pacific North West. Obviously members feel they are getting a good return on their \$25 investment! Benefits of CS West membership are many. Let's see if I have captured them all:

First must be the camaraderie of a great group of sailors. We meet two times a year on the water and two times a year ashore. The meetings are relaxed, fun, and include interesting programs.

Second, with the camaraderie comes assistance and help with issues relating to our boats. There is someone, somewhere who can help with any boat issue. The listing of boat modifications on our website, provides a cross reference to those with similar boats and improvements you may be considering.

Make plans now to attend
the **Spring
Rendezvous**

**Ganges Marina
Salt Spring Island
May 18-21, 2007**

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Commodore's Corner— *continued from page 1*

Third is pride in our boats. The CS and Quanta family of boats are second to none. I have yet to meet a CS owner who is not proud and pleased with their boat. This adds to the enjoyment of sailing and the enjoyment of belonging to the CS West group.

Fourth is the extensive list of discounts and programs we provide

exclusively for our members. All the major chandleries now offer CS West members at least a 10% discount. And the excellent boat insurance coverage we get from HUB at a 30% discount is unique.

Finally, the program we provide is second to none - talks on rigging tuning, boat electrical systems, propellers, diesel courses, tours of Coast Guard control centers in Vancouver and Victoria, and later this year a weather course. CS West is a great group, and I am proud to be part of it. Norm



Transport Canada New Septic Regulations

At the Vancouver Boat Show, Transport Canada provided a document to the public which shows that the new septic regulations for boats will be relaxed to eliminate the need for record keeping and to permit boats to discharge less than 3 nautical miles from shore in fast moving currents if pump out facilities are not available.

The revised regulations are still going through the approval process in the Canada Gazette Part II, and will not reach Part III, final reading, until mid 2007.

All the details are available on the Transport Canada web site: www.tc.gc.ca

Weather Forecasting Course

CS West is providing a two-day weather forecasting course for up to twenty of its members, to be held Saturday 3 Nov. and Sunday 4 Nov., 2007 at the Sidney North Saanich Yacht Club (SNSYC). This is the same weekend as our Fall CS West meeting at the SNSYC. The objective of the course will be to allow participants to predict the weather on the southwest coast of BC.

The cost of the two-day course will be \$75 per person or \$100 per couple. To this we will need to add about \$25 per person to cover the costs of lunches and refreshments for the two days. We are still working out the costs and pricing details. We will start accepting reservations for the course in September.

We will start on Saturday 3 Nov. at 1100 (when the Vancouver 0900 ferry arrives) and will end at 1630, as our CS West fall meeting will start at 1700. On Sunday 4 Nov. the course will run from 0900 to 1600, allowing people to catch the 1700 ferry back to the mainland.

The instructor is Ward Cartier. He is a pilot, a qualified ship's master, and a sailor. He has a Masters Degree in Applied Science and is a professor and department head at Camosun College. Ward has provided similar courses to the Sidney North Saanich Yacht Club and others.

We will provide a reminder and more details of the course in September.

Graham Williams Circles the Island

With winter nearly behind us and planning for the summer sailing underway for many of us, it seemed appropriate to pass on some notes on a Vancouver Island circumnavigation I made on Sloop Therapy, my CS 33 last summer.

First, on the logistics: I made the trip in flotilla with another boat, a Sceptre 36, and spent 5 weeks on the trip starting and ending in Sidney. We went in the conventional anti-clockwise direction and deliberately pushed up to Port Hardy in the first week, hence spending most of the time on the West Coast. In total we logged 850 nautical miles and explored five of the six sounds on the west coast of the island.

As Nancy graciously declined to accompany us, this was a stag trip which I divided into 5 legs with the idea of having crew for each leg. Norm Smyth accompanied me on the first leg to Port Hardy and other friends after. Unfortunately, after Norm left, both the quality and quantity of our single malt intake decreased dramatically! I did some single handing on the west side as a family illness caused one chap to cancel at the last minute. I specifically mention this as I found, with careful planning and an eye to the weather, neither the trip nor the sailing was particularly intimidating and, apart from the swells, no more difficult than many of the cruises we all undertake on the inside passages.

I should also mention that Carsten Nachtigal made a similar trip with Polaris a couple of weeks ahead of us, so you have two recent sources of information if you are planning this trip. Clearly I could write pages on what to me was a memorable trip, but in the interest of space am going to concentrate on a few aspects as follows:

Duration & Timing

To me, if you are going to get the most out of the trip, four to five weeks is a minimum. If you want to take in Desolation or the Broughtons you could easily add a couple of weeks. We picked an early June start after consulting frequency tables on fog. We only experienced a couple of half days of fog on the trip – the worst experience being the day we left Sidney on June 2nd and encountered a large ferry off Swartz Bay at 0700.

Cruising Guides & Charts

We found "Exploring Vancouver Island's West Coast" by Don and Reanne Douglas a great reference guide. It would have cost a small fortune to buy full size charts for every Bay and Inlet so I combined 1:50,000 area charts with an Evergreen Pacific book of some 110 smaller scale charts and my trusty Garmin GPS. The GPS chart plotter was invaluable

in coming into Sea Otter Cove in strong north westerlies and in the rock strewn Checleset Bay south of Brooks.

Navigation & Planning

In both advance planning and subsequent day to day planning we paid particular attention to slack tides in Dodds and Seymour Narrows on the inside and Nahwitti Bar at the north end. We also tried to tackle long runs up Johnstone Strait, round Cape Scott and down Juan De Fuca with favorable tides. We paid particular attention to weather and swell conditions before tackling Cape Scott, the Brooks Peninsular and Estevan Point.



On the dock at Ahousat

Some of the worst near gale force winds we experienced were heading up Johnstone Strait. Sound familiar? Counter to prevailing lore, we also had some strong south easterlies at times on the west side. Generally we found on the few days we were motivated to make time, it was best to start early in the morning as the winds didn't really start coming up until the afternoon.

Boat Equipment

I didn't take many more additional spare parts than I would on a normal cruise (spare impellers, filters, tools etc) and our 1982 CS 33 held up perfectly under the swells and weather throughout the trip. In hindsight I would have taken a hose connected water and fuel filter as I did

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New Members

A BIG CS West welcome to our new members:

Donald & Sharon Taylor who have moved to Vancouver from the East, bringing with them their

CS 36T "Kaiulani"

dtaylor@andsinc.com



Spring Rendezvous

Ganges Marina, Salt Spring Island

May 18-21, 2007

Friday: Happy Hour for early arrivals

Saturday: Farmers market, technical session, boat visiting,
raffle, swap meet, happy hour, crab feed & dessert in the marina

Sunday: general meeting, walk or socializing, prime rib dinner at the
Harbour House (reservations required)

Monday: general exodus

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

Other Upcoming Events in 2007/2008

- 7 July, 2007 Clam Bay Mini Rendezvous
- 4 Aug. Squirrel Cove Mini Rendezvous
- 28 Sept. Fall Rendezvous, Telegraph Harbour Marina, Thetis Island
- 3 Nov. Fall Meeting, Sidney
- 9 Feb., 2008 Winter Meeting, RVYC, Vancouver

For further details visit the CS website



Graham Williams Circles the Island—continued from page 4

take on one load of brackish water and had to take on diesel with jerry cans at another location. I towed my Avon 10 ft inflatable throughout on a short tether without any problems. I also carried a 16 foot rigid kayak on deck which I used extensively and this helped to make the trip memorable.

I do not have radar, although my partner boat did. A nice extra, but with a good GPS at least you know where you are if you do get caught out in a sudden fog.

I had added refrigeration before the trip and upgraded my battery system. This is not essential but a “nice to have” as generally we averaged 7 to 10 days between major provisioning. I suspect obtaining ice in the more isolated part of the northwest coast might be problematic. We could have topped up at smaller stores at shorter intervals however.

Memorable Experiences

Now this is where I could really wax at length! My west coast favorites on this trip were:

- Entering, anchoring, kayaking and hiking in Sea Otter Cove
- Relaxing in Klackish Inlet anchorage
- Walters Cove, Kyuquot Sound
- Sailing into Esperenza Inlet on a 20 knot beam reach
- The little town of Zeballos
- The heritage and scenery of Friendly Cove
- The tranquility and sandy beaches of Hesquiat Harbour
- The natural hot-springs of Hot Springs Cove, Sidney Inlet
- Joe’s Cove in the Broken Islands of Barclay Sound
- Catching a coho on a trailing line under sail at 7 knots
- Going a week without phone or email contact and a month without deadlines
- Camararadie, kayaking, hiking and 35 consecutive Happy Hours!

Please give me a call at 250-656-2145 if you are planning a trip or if I can answer any queries.

Graham Williams

Sloop Therapy



Moored at Hesquiat Harbour



Sailing into Tahsis



Nootka light



CS West Boat Insurance Program Review

Last fall Norm Smyth conducted a review of member satisfaction with the Boat Insurance program we put in place with HUB International for CS West boats in 2005. The response was 100% positive. Abbreviated versions of some of the comments received are attached below.

Contact details for HUB are on our web site, and are:

Hub International

102 □ 38 Fell Ave
North Vancouver
Tel: (604) 990□6498
Toll Free: (877) 986□5265
E□Mail: gail.whittle@hubinternational.com

Testimonial #1: Just wanted to urge you to continue your arrangement with HUB. In our case the local agent we were dealing with had received a high replacement cost from the surveyor and consequently had to jack up our insurance rate. HUB were able to see through this problem because of their experience with CS's and convinced the Insurer to keep our rate at a more realistic level (much to the annoyance of our local agent). Since it was the same insurer providing the same coverage, the comparison was simple.

Testimonial #2: Our CS30 is with HUB under the CS program. It saved us a lot and we are VERY pleased.

Testimonial #3: For your information we bought our CS 36T in March of this year and we insured with Hub. About 4 months later we joined the CS West group. We informed Hub and they immediately returned \$150.00 worth of our premium and increased our coverage to include towing at the same time. We were (and still are) very pleased with Hub's response to our membership in CS West. Makes the \$25.00 membership fee seem paltry in comparison. A great deal from an insurance company with a good reputation.

Testimonial #4: The Insurance which Hub/TOS provides is, to my knowledge, first class wording, first class coverage, at a very fair price. The savings plus the fantastic coverage, plus claims capability from the Hub/TOS program which now exists with Vice President Paul Mendham has convinced me to place coverage for my new boat with Paul and his great crew. Bev Carlson and Ann Duncan (and I know them all) at Hub/TOS are knowledgeable, professional people who know their business well. They are the best... they know marine policies through and through. Paul underwrites locally, writes new clauses locally and pays claims locally. And if you have to argue with the underwriter or the claims manager, you argue locally. It doesn't get much better than that!

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.

2007 Dues

Stephanie has asked me to remind those who have not yet paid their membership dues for 2007 that she would like to receive payment from them as soon as possible. If you haven't yet paid, 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.



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

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Bitter End

Bitter End; as sailors we know that this is the end of the anchor rode attached to the boat, but what is the origin of the term? We set out to fathom this and discovered that the "bitts" are the piece of hardware to which the anchor rode is attached, on the boat. But somehow that still doesn't explain "bitter end". Is it called that because you're all out of rode when the anchor takes all the line with it and still doesn't reach the bottom or because all the rode went overboard with the anchor and just continued going because the end was not securely affixed to the bitts? Somehow the latter seems more likely.

On a sweeter note, I would like to recognize and thank Don Grovestine for all the great work he's done in getting the newsmagazine out for the last five years. He's dedicated a lot of time to produce a quality product

which benefits from all the contributions you, as members, provide. Don is carrying on as our webmaster and can often be found at the end of the phone, sitting at his computer, as I have discovered. He has patiently guided me through this first issue under "new management".

Returning to nautical notes: if you're looking for a fascinating read about boating on our coast, try "Bijaboji—North to Alaska by Oar", the epic voyage of 22 year old Betty Carey who rowed from Anacortes to Alaska in a dugout canoe in 1937. Published in 2004 by Harbour Publishing Co. Ltd., Madeira Park, B.C. : it should be available from your local public library. David

