



CSWEST
CS Yacht Owners West

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Newsletter of CS Yacht Owners West

Spring
2008

Volume 11, Issue 1

Winter Events

We had our annual Boat Show weekend dinner meeting at the Royal Vancouver Yacht Club on the evening of February 9th, 2008. There were forty-nine boaters in attendance. Boats represented were

Blue Heron, Blue Lagoon, Carriad, Cashelmara, FarFetch, first morning, Heron, Huff 'N Puff, Kaiulani, Kewao, Misty Gray, Musashi, Mystique, Nikik, Optical Illusion, Polaris, Sabbatical, Sante, Sloop Therapy, Summer Snow, Tac-Tic, Take Five, Trelawney I, and Wind Dancer.

The Vancouver area was well represented, but we had equal numbers from afar including Vancouver Island (Victoria, Nanaimo, Fairwinds), the Sunshine Coast, and Washington State.

George and Sue Streadwick, the new owners of *Mystique*, attended their first CS event. Pierre Porcheron and Sally Kobelka, past owners of *Katia* and former Treasurers,

came to visit old CS friends.

Bill and Janet Jackson of *Optical Illusion* gave an interesting and informative presentation on sailing in the Caribbean. They are getting ready to head offshore in August. Commodore Tom and Pam Shenton are also taking off in *Kewao*.

Many thanks to Mike McGaw for organizing the dinner and raffle; Bill Earle, former owner of *Arbutus Girl*, for assuring our group rate at the Quality Inn; Mary Ellen Spinar for coordinating the whole event; Bill and Janet Jackson for being willing to provide the entertainment; and to all those who contribute to the success and enjoyment of these events.

Stephanie Greer
CS 36T "Polaris"

Commodore's Corner

It seems that Spring has come around again, which means that my term as Commodore is coming to an end with the Ganges cruise. Time has gone quickly, and the Executive needs some volunteers to step forward for our organization to maintain momentum and continue the quality we have all enjoyed since it began. Please contact any

Executive member if you wish to help. The time involved is not extensive, and the rewards are well worth the effort.

This past year I have been involved in the complexities of finishing my work so that

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

Ganges
Salt Spring Island
May 16 -19, 2008

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CS West Dinner

RVYC

Vancouver, February 9, 2008



ALL HANDS ON DECK! - Join the Executive Crew

We're looking for volunteers for several positions:

- Vice Commodore/Activities Director - to plan, implement and publicize events; provide rendezvous announcements; and solicit event coordinators
- Treasurer - to receive and account for all money; maintain a bank account; pay bills and prepare financial statements
- Technical Director - to provide advice & references on technical issues; and organize/present technical seminars



Commodore's Corner - Continued from Page 1

I could retire at the end of February and getting *Kewao* ready for some coastal cruising to Mexico, scheduled to begin August 1.

I have been asked by owners of larger boats "Why go in a CS 36? Why not go in something larger with more room and comfort?" My immediate response has been that the major reason is that a CS 36 is the boat that I have, and with some preparation I will make do. In retrospect, that response does not give enough credit for the boat's abilities or its track record. When we bought *Kewao* some 15 years ago, it had just returned from the South Seas with the only additions being running back stays, a baby stay, a hydrovane, and an SSB radio. (Unfortunately the last two items did not come with the boat).

Other CSs such as *Nootka Rose* and *Interlude II* completed offshore cruising as far as New Zealand and did well. I

understand that *My Windsong*, a CS 33, did the trip to Mexico just recently. Many other boats have been offshore including *Optical Illusion* and *Blue Lagoon*. During visits to the BVIs and NZ, I have noticed a CS or two at a dock or riding at anchor with no noticeable added equipment and only the effects of the sun to show their achievements. So it is with a sense of pride and confidence in the pedigree of CS boats that we will head off to Mexico in August. We do not have every possible new toy aboard but we have all that we need for a safe, enjoyable voyage thanks to such well built and designed boats. Undoubtedly, we will see other CSs en route. I look forward to rejoining the CS cruises and meetings when we return with hopefully some good photographs for a presentation. See you at Ganges in May.

Tom Shenton
Commodore
Kewao

Membership

We welcome three new members:

Dana Harper - Reno, Nevada.

Idle Vice (27) - moored at Richardson Bay Marina, Sausalito, California

775-544-4640 Dana@Tanamericresort.com

Glen and Roseana Miller - Courtenay, B.C.

Entropy (30) - name change expected.

250-337-8479 mervillemillers@telus.net

George and Sue Streadwick - West Vancouver, B.C.

Mystique (33) - West Vancouver Yacht Club

604-925-3692 streadwick@shaw.ca

Many thanks to the majority of members who have renewed for 2008. For those that have not yet done so, please mail your renewal cheque for \$25, made out to CS Yacht Owners West, to Stephanie Greer at 37-1255 Wain Rd, North Saanich, B.C. V8L 4R4.

Please notify Stephanie at smgreer@shaw.ca of any changes of address, phone number, e-mail, boat name. Alternatively, you can enter the information yourself on the CS webpage.



Boaters First Aid Course Saturday & Sunday November 1 & 2, 2008

CS West has made arrangements with St John's Ambulance for a Boaters First Aid course to be held the weekend of our Fall meeting at SNSYC. The eight-hour course will be held at the St John's offices in downtown Victoria from 1 PM to 4 PM on the Saturday and continuing from 9 to 3 PM on the Sunday. We can arrange transportation for those without vehicles.

The course is restricted to a maximum of 12 people. The cost will be \$95 per person. Participants will be required to purchase the St Johns First Aid book and have read it prior to the course. Those who pass the concluding exam will get a certificate.

Norm Smyth will start taking registrations (with payment) in September.



Shades of Grey

Laredo Inlet, Princess Royal Island - July 2008 — Barry Ralston



Upcoming Events

Spring Rendezvous: We are booked into Ganges—B dock—from May 16-19. The floating clubhouse is no longer there, so the marina is giving us the party dock and the tented party dock with heaters for our Saturday night crab feast.

Fall Rendezvous: Telegraph Harbour has been booked for the weekend of Sept. 26 -28 with the pavilion. Moorage will be eighty-five cents a foot. Cinnamon buns will be ordered for Saturday morning and we will make breakfast on Sunday morning. The barbecue is Saturday night.

Fall Dinner: The Sidney North Saanich Yacht Club is booked for Saturday, Nov. 1.

Mini Rendezvous 2008:

Clam Bay – Saturday July 19

Squirrel Cove (Desolation Sound) – Aug. 2

Montague Harbour – Saturday Aug. 22

For more details, check the website closer to the time: <http://cswest.ca>

A Featured Supplier:

The Harbour Chandler is the largest marine retailer on Vancouver Island, located at 52 Esplanade Street in Nanaimo, only a few minutes walk from the downtown Nanaimo boat basin.

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Come to the **Pirate Day Sale** and outdoor bargain market on **Saturday, May 10th**, a once a year one day sale, always held on the day before Mother's Day. It is known as the biggest and best sale, Island wide, a day that is truly filled with bargains, and one that really shouldn't be missed should you need ANYTHING at all for the boat, from marine electronics, fishing gear, kayaks, inflatables, to rope and chain.

Contact us for the BEST PRICES in the area on marine supplies



Refrigeration & Power Systems *by Captain Carsten*

Here is my experience with a **Nova Kool** refrigeration system which I have installed some time ago. This is not intended as an installation guide. I will outline the minimum requirements to enjoy your own refrigeration system. Everyone's situation and expectations are different. The first question you must ask yourself is "Do I need refrigeration and am I willing to spend the money for it?" My answer was an unqualified "Yes!"

In order to install refrigeration, you must first look at your electrical system. You may have to upgrade your charging systems, your energy storage system (batteries), and add a monitor system for your batteries. It is very important to have adequate energy storage and a charging system to refill the batteries in a reasonable time.

Minimum requirements for an electrical system to support refrigeration are:

- an alternator with an output of 70A to 100A @ 122 degrees F, c/w external regulator.
- a 120 V shore power charger with an output of 10 to 20A per battery bank.
- a set of batteries with total capacity of 300 to 500 Ah.
- a monitor to check the state of all your batteries at any time.

The wiring from your charger to the batteries has to be adequately sized. Sizing tables can be found in the "12 Volt Bible" or West Marine Catalog. Do not forget proper grounding.

Sizing of your refrigeration system depends upon the size of your icebox and the thickness and quality of the insulation. If you plan to go offshore, all components have to be *heavy duty*. The sizing of a system is usually based on a minimum of 2½ to 3 inch insulation. It would be a mistake to *undersize* a system.

Refrigeration System:

I installed a 12 volt Nova-Kool Lt 200-RT6 Refrigeration System and am very satisfied with it, however it would be nice to have a 120 volt switch over. It works well and produces ice cubes as well as freezing fish, and will keep ice cream frozen. You can hardly hear it when it's running.

Power consumption ranges from 1.2 Ah in the summer time to 0.4 Ah in Spring and Fall.

To install the unit I followed precisely the Nova-Kool installation manual.

There are other refrigeration systems on the market; i.e., Adler/Barbour, Norcold and Grunert. (See the West Marine Catalog). I imagine that that they all do a good job. I have no experience with the other systems but why change when you have a good thing.

What I like about Nova-Kool is that it is locally made and priced competively.

I installed on my CS 36T the following systems:

A Balmar marine alternator, dual foot (90 series) output [70A@2500Rpm](#) and [95A@6000Rpm](#)

at 122 degree F. The alternator comes with a 21/2" pulley and a 1/2" belt. These are alternator rpm. The ratio between engine rpm and alternator rpm is approximately 1 to 2.4, which means it will almost put out 50A at idle speed.

Balmar modified the pulley to suit my engine, at no cost. After looking at many different alternators I found this one of better quality and competitively priced. I coupled it with a Heart-Interface In-Charge Regulator which was on sale at Steveston Marine.

It is working now, but I had lots of initial problems which involved buying a second regulator.

Next time I would choose the Balmar ARS-IV and buy everything at West Marine.

I use a Professional Mariner Flyback 20A/3Bank 120V/12V charger. It was on sale at West Marine.

I use 2 engine batteries, group 27. Each is approx. 90Ah @12V.

For the house bank I use two 6Vgolf-cart batteries, each 235 Ah. This gives me a total of 415Ah of which I can use 50%; i.e., 200Ah.

I purposely chose two engine batteries. When I am sailing, I use the engine batteries for my GPS, Autohelm and Refrigeration and I use the house bank only at anchor.

For an extended stay in one anchorage (i.e. four days), I drain both battery banks to approximately 50%. I use both battery banks extensively but maintain 50% to start the engine. This gives me all the energy I need to run my system.

You can only do it with a monitor system. The monitor system is a Heart-Interface Link 20 Two-Bank Battery Monitor.



Refrigeration & Power Systems - *Continued from previous page*

It serves me well —after a year of initial problems involving a great deal of correspondence. (Hart-Interface is now Xantrax).

In order to reduce power consumption, I modified the icebox. I added additional insulation in the form of rigid foam board called *Isoboard*. I put in one inch in the port lazarette and the engine compartment, and one inch on the icebox side and between the stove and icebox. One inch *Isoboard* equals R 8.5. This is more than your home refrigerator has. I also put a three part blanket of closed cell foam 1 ¼ inch thick on top of the icebox. All these measures contribute to reducing power consumption.

I installed the compressor/condenser unit in the port lazarette close to the ice box- as high under the combing as possible so that it is completely out of the way. It is placed on a hinged platform of which one part is fibre-glassed to the hull and the platform is held level by a threaded rod fastened to one of the traveller bolts. The hinged platform allows me to tilt the unit down for servicing.

In order to disperse the heat from the condenser, I added one ventilation louvre just below the main winches in the cockpit. That gives me two ventilation openings to the lazarette. It is very important to remove the heat from the condenser.

I hope that my experience will help you make up your mind. Certainly, there are better and more elaborate systems available. With a limited budget, I installed a system that serves my needs adequately and makes refrigeration affordable for ordinary mortals. It is easy to go out and load up with a high powered charging system and battery banks. However, it is not only the charging and battery storage that counts, but also efficient use of your available energy.

West Marine carries Balmar – Alternators and Regulators. Over 100 Amp you want a dual belt. The West Marine Catalog is a good advisor

Captain Carsten
CS36 “Polaris”

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.

- 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.



Newsletter of CS Yacht Owners West

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

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Bitter End

Following in the wash of intrepid sailors Williams, Captain Carsten, and no doubt many other CS "Westers", the Rolstons (Barry & Dale) and Cohens (Gillian & David) are planning to circumnavigate Vancouver Island this summer. Barry and crew will take *first morning* to Port Hardy leaving Victoria on or about June 16. Once in Port Hardy, the first crew change will take place and Gillian and David will come on board.

Leaving Port Hardy on June 26, we're allowing about three and a half weeks to make the trip to Ucluelet where the Cohens will disembark and Dale and friends will join ship to spend some time in Barkley Sound and complete the passage to Victoria.

We would welcome the company of any other CS "Westers" who may be contemplating all or part of the voyage.

In fact, if anyone has plans for major sailing adventures and would be interested in company, please let me know and I'll see that the information is circulated.

As I put the final touches to this newsletter on April 19, the snow is falling. This **cannot** be Spring in Victoria! And we were going to be on the boat this weekend.

