



**CSWEST**  
CS Yacht Owners West  
27 • Q28 • 30 • 33 • 34 • 36T • 36M • 40

**SUMMER**  
**2015**  
Volume 16, Issue 1

## Commodore's Corner

What a terrific summer to be on the water. The good weather has been with us since May and there seems to be no end in sight. While all this sunshine and no rain is not good for our forests, lakes and rivers, it has made for a wonderful summer for sailing.

While I am new to the position of Commodore, Bob and I (Heron 36T) have been members since the beginning of CS West. We bought Heron in 1995 and in the summer of 1996 we went to Desolation Sound. Along the way, we collected names of boats and owners with the idea of forming a group of CS owners. Now that we had a CS we started seeing how many other CSs there were and how could we have not seen before that there were quite a lot? Happily, at the same time Barb and Dieter Guise, Stephanie Greer and Carston Nachtigahl and Mike McGaw were doing the same thing on the Vancouver side. We handed over the names we had collected to them and they got CS West rolling. Bob became the first newsletter editor and we have attended most CS West functions since then. So, new to the role but not CS West!

I started to read the CS West newsletters to refresh my memory about events and people and boats and I kept reading 'just one more' until I realized the reason I was a bit sleepy was because it was 2:00 AM! The back issues of the newsletter have many wonderful articles and I found myself laughing at some of the funny stories I had forgotten, smiling when remembering the many friends we have made through CS West and feeling sad when reminded of members who are no longer with us. For those who are new - or not so new - to CS West, a visit to the website and the newsletters is fun and informative.

The spring rendezvous in Port Browning was great success with a good turnout and lots of fun. Mary Ellen was right - the ribs were to die for. We all enjoyed Mary Ellen's birthday cake (thanks for sharing, Mary Ellen) and fortunately the AGM was the next morning because we were all too full of ribs and cake to concentrate on business issues. The AGM and election of officers returned most previous executive with the exception of Commodore. Joanne Graham stepped down after two years as Commodore. Many thanks, Joanne, for your leadership and work on our behalf. And, thanks to Mary Ellen for organizing another great happening.

Two boats came to the mini rendezvous in Montague on July 11. Heron (CS36T) and Sudden Jump (CS40) were there and happy hour was held on Heron. Juno II (CS33) was also there but on a mooring. Unfortunately her crew was in Vancouver working but was there only in spirit. The next mini rendezvous will be in Clam Bay on August 8 so mark your calendars. Those lucky sailors who are in Deso-



lation Sound will want to keep an eye out for other CSs as there is traditionally a mini rendezvous in Squirrel Cove the first weekend of August. The fall rendezvous at Telegraph Harbour Marina on Thetis Island August 28 to 30 is not to be missed. Check the website for the latest update and to register. Planning for the fall dinner meeting on November 8, 2015 in Sidney is well underway. Check the website for updates.

The Hull Identification Number (HIN) project is proving to be very interesting. We'll provide an analysis at the November dinner meeting as well the winter newsletter. If the HIN is not readable on the stern, look for a metal tab inside the cockpit. At least one CS36T has the number there as well. Please send the numbers to Keith Pettican or myself.

Please feel free to contact me or any member of the executive if you have any questions or suggestions. We are always interested in hearing your ideas.

Have a great summer. Fair winds.

Kathie Thompson

### **Turn Point Lighthouse Mini Aug. 11-16**

A reminder that if you weren't able to make the San Juan Islands cruise in June, there is still an opportunity to meet up with other CSers on Stuart Island. We will be again hosting at Turn Point Lighthouse, Aug. 11-16, so will be anchored for the week in Prevost Harbour (as of Aug. 10) and would welcome seeing any of you at anytime that week.

Nancy and Graham Williams  
*Sloop Therapy*

### **Mini in Clam Bay**

There is only one official unofficial rendezvous planned for this summer but it really would be fun if we could get together more often. So, for those who are not going to be in Desolation or points north, mark your calendar/log books for August 8 and 9 in Clam Bay, Thetis Island. No, Heron will not do a re-enactment of the dramatic arrival of a few years ago. For those who do not know this story...that is a good thing. For those who really want to know, you will have to come to Clam Bay. And no sharing the story, those of you who were there!

## AGM Port Browning May 15-17, 2015

We had our Spring Rendezvous at Port Browning for the first time in almost 10 years this May long weekend. Twenty-four boats attended along with Carsten & Stephanie by car and Mike Fossil by motorcycle and Tom Shenton of Kewao as crew on Wind Dancer. The weather cooperated and let the sun shine on us the whole weekend!!

We gathered for happy hour in the lovely party tent on the shore Friday night, so much food!! I don't think anyone ate dinner afterwards. Lorna gamely led a group of hikers to the local farmers market on Saturday and I use the term *local* loosely!!

Saturday night we were treated to a fall off the bone rib dinner catered by the Pub in the party tent. Mary Ellen ended up serving the ribs as they were such large portions, people weren't taking enough!! I think it is safe to say no one left that tent hungry. After dinner some of our sneaky members brought out a large CS cake to celebrate Mary Ellen's birthday. What a surprise and it was delicious.

I believe there is a video of the sing along that occurred that evening, I can't speak to the likely cause but a great deal of sugar and alcohol was consumed prior to the event.





## ***THANK YOU***

Mary Ellen and I are truly touched that we were made Honorary Life Time members of CS West at the latest AGM. I must admit that I was confused when it was announced because I said to myself "...but we're already CS West members?!". We would never have guessed how many great Canadian friends we would eventually get to know at the time we took possession of Wind Dancer. No matter how much money we put into Wind Dancer over the years, what we've got in return is priceless. Thank you for this honor!

Don & Mary Ellen and Wind Dancer

### **Telegraph Rendezvous August 28-30, 2015**

Our rendezvous at Telegraph Harbour is coming up next month on August 28-30 and I have started receiving registrations from the website, thank you for using it!!

Our plans to come by boat have been adjusted slightly as Don will be having his bicep tendon reattached surgically. We will be driving in for the weekend and with the help of Jeff and Maria Chau, putting on the event should go smoothly.

I will be updating the website with dinner costs (\$25 ea) and sending out an email reminder or two over the next few weeks to get your space reserved with the marina.  
See you there!!

Mary Ellen

## San Juan Islands Cruise June 21-28, 2015

You couldn't have requested better weather than what we had for this cruise. As the planned itinerary indicated, we started in Roche Hbr. and ended in Friday Hbr. No one did the extra credit by going to Spencer Spit and West Sound mainly because the cruise director buggered out.

We had six boats on the cruise with some joining and leaving at different stops. They were: Wind Dancer, Sloop Therapy, C'est La Vie, Mushashi, Heron and Ocho. Graham & Nancy had alternator problems which delayed their arrival by one day but other than that, no one had any problem and all behaved themselves!

The high-light of the cruise for me was Echo Bay because Mary Ellen and I hadn't been there for over twenty years (we usually go to Fossil Bay on Sucia) and the beautiful scenery that Mt. Baker provided while on a buoy there. Others loved the Orcas Island bus ride and poking their noses into the various shops in East Sound. Finally, the Happy Hours were so much fun and we got to know others better than we did before, even after all these years.

Don Spinar  
Wind Dancer



Echo Hbr.



Dinner at Deer Hbr. Restaurant



Deer Hbr. Party Dock



Reid Hbr.



Turn Point Light House, Stuart Is.

## HULL NUMBERS

Happy Summer! I hope you will be able to get out on the water and enjoy the wonderful summer we are supposed to have this year. While you are rowing/paddling/motoring around your beautiful yacht, admiring the sleek lines from all angles and congratulating yourself on your brilliant decision to acquire same, please take a minute to examine the stern. On the top upper right, just under the toe rail, is a long combination of letters and numbers. This is the hull number of your fine boat. Hopefully it hasn't been painted over. Each boat has a unique number. That strange looking combination of letters and numbers contains quite a bit of information about your boat - if you could only translate it.

And why would anyone be interested in this information? I, for one, would be fascinated! We believe that HERON, our 36T is the oldest 36T in this cruising area. Now, we could be wrong..but we won't know unless another boat is proven to be older than hull #26 (see below). And, who has the newest 36 Merlin? And, we do know that Cliff and Judy Kiyooka have the very first CS 33 off the line. What a privilege to own such a special boat!

So, to find out where your special CS fits in the order of things, over the next while, send in your Hull Identification Number (HIN) to [driftaway@shaw.ca](mailto:driftaway@shaw.ca) and we will announce who has the oldest, newest and any other wonderful bits of information about our boats on our coast that we know about at the November dinner meeting and in the Newsletter. We will not share your full HIN with anyone without your express permission.

So, what do those strange numbers/letters mean? The following information is from reliable sources including Transport Canada. It was taken from a CSOA article but unfortunately does not identify the author. It seems to match our Hull Identification Number (HIN). If anyone has any other information please let us all know.

Since 1960, 3 different systems of HINs have been used. All systems have 12 digits. In some cases a prefix is added to represent the Country of manufacture, but is not necessarily universal in its use. NOTE: All HINs have no spaces. They are only shown here with spaces for clarity.

SYSTEM 1 - 1960 to the mid 1970s has the following format:

ZZZ 12345 A 5 66

Where:

- ZZZ is unique to the Manufacturer.
- 12345 is assigned by the Manufacturer to represent their desired hull number.
- A is the month of manufacture, where months are represented as A=Jan, B=Feb, C=Mar, C=April etc.
- 5 is the last digit of the year in which construction of the vessel began, (e.g. 5 would equal 1965)
- 66 is the last 2 digits of the model year of the boat.

SYSTEM 2 - from the mid 1970s until December of 1984.

ZZZ 12345 G77E



Where:

- ZZZ is unique to the Manufacturer.
- 12345 is assigned by the Manufacturer to represent their desired hull number, as above.
- G is a spacer letter, and in fact could be any letter, as it doesn't mean anything official, except maybe to the manufacturer.
- 77 is the model year of the boat, where the model year begins in August of the preceding calendar year.
- E is the month in which construction of the boat began, where A= August, B=September, C=October, D=November etc.

SYSTEM 3 - January, 1985 to present day.

ZZZ 12345 A 5 88

Where:

- ZZZ is unique to the Manufacturer
- 12345 is assigned by the Manufacturer to represent their desired hull number as above.
- A represents the month when construction of the boat began, where A=Jan, B=Feb, C=March etc.
- 5 is the last digit of the numerical year during which construction of the boat began ( e.g. 5 would represent either 1985, 1995, 2005, etc.)
- 88 is the last two digits of the model year for which the boat was built.

ALSO NOTE: there is some uncertainty about exactly when System 2 changed to System 3. Some sites report the change occurred on August 1, 1984 and some report it changed on Jan. 1, 1985.

FOR CS Yachts

The first 3 digits, ZCU, are unique to Canadian Sailcraft (CS)

The next 5 digits were assigned to CS Yachts. The first digit, a letter, means ?? The 36Ts seem to have the letter W as the first digit. The 33s seem to have N. It would be interesting to see what the Merlin's, 30's etc. letter is.

The next 4 digits series represent the CS Hull number where:

- CS22s begin with ?
- CS27s begin with 1100
- CS30s begin with a hull number of 4400
- CS33s begin with hull number of 3300
- CS34s begin with hull number 8220
- CS36Ts begin with a hull number of 2100
- CS36 Ms begin with a hull number of 6200
- CS40s begin with a hull number of 5200

The first hull, to judge by Cliff and Judy's boat, C'est la Vie, has a number that is 00 rather than 01. It would be interesting to know if that is consistent with all the boats. Wilson Yates, who worked for CS for many years and rigged most of the boats, is not clear whether the boats started at 00 or 01 but if the numbering system is consistent with C'est la Vie, it seems to be 00.

So, to use HERON as an example, using System 2:



ZCUW2126M79K

ZCU = CS W could mean 36T. 2126 probably means Hull 27 (not 26 as we thought) if the first hull is 2100. M is a spacer letter (meaning unknown for now) 79 is the year and the hull was built in June.

C'est la Vie has an HIN of ZCUN3300M81A

ZCU = CS N could mean 33. 3300 is hull #1. M - same spacer letter 81 is the year and the hull was built in August.

Good sailing!

Kathie Thompson  
Commodore

## CS Boats for Sale July 2015

### C27

**Carriad.** Nanaimo. [Charlesdavidyachts@telus.net](mailto:Charlesdavidyachts@telus.net) Charles Peterson 1-877-535-0151  
**Light Spirit** Vancouver David Record (604)584-1260 [sandrare@vcn.bc.ca](mailto:sandrare@vcn.bc.ca)

### CS30

**Luana.** Nanaimo. Rod MacDonald 250-753-8711 [rodmac23@shaw.ca](mailto:rodmac23@shaw.ca)

### CS36 Traditional

**Four Sisters.** Comox. Chris Diamond. 250-897-4930 [diamondcsm@hotmail.com](mailto:diamondcsm@hotmail.com)

**Generation.** Vancouver. Arash Sharifi. [arash@aplusautomotive.ca](mailto:arash@aplusautomotive.ca)

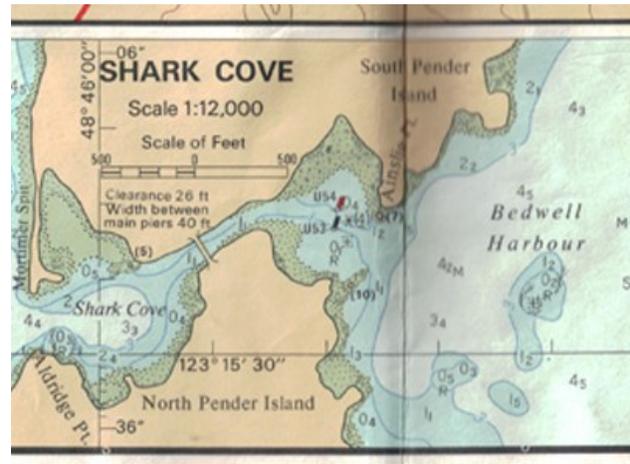
**Saracen** Otter Bay, Pender Island Frank Eadie 604-250-0540 [feadie@shawbiz.ca](mailto:feadie@shawbiz.ca)

### CS40

**Katana** Mount Seymour Yacht Sales, Granville Island, Vancouver

**Scorpio.** Dan Kreier, Marine Service Center, Seattle 206-369-3348 [dankreier@marinesc.com](mailto:dankreier@marinesc.com)

## The Pender Canal



The survey vessel HMS Plumper first charted this area in 1857. Although a shallow isthmus joined the north and south islands the potential as a sea route was identified. In 1901, after a successful petitioning of the provincial government, the sand and gravel was dredged from the gap making it deep enough for passenger vessels to pass through. This permitted the steamer S.S. Iroquois to transit the canal more quickly and avoid the rough seas at the south end of South Pender Island. Iroquois had begun a service from Sidney to Hope Bay on North Pender in 1900. It also shortened the route from Sidney to Mayne Island and the other Gulf Islands.

With the increase of shipping traffic, the natural erosion process was accelerated and in 1984 the decision to mitigate the archaeological site situated on the shores of the canal was made. A partnership between Simon Fraser University (SFU) and the Heritage Conservation Branch (HCB) spread over three years and yielded a wealth of material for study. The site was dated to 4500 years before present and had been continuously occupied until 3000 years ago by ancestors from the East Saanich band of Coast Salish people. In the early part of the last century descendants of the East Saanich and Cowichan bands visited this area though no permanent residence was established.

A single-lane bridge was built across the canal by the province in 1955. Most of the permanent population was settled on the north island but the connector made it possible to develop commercial ventures on the south island especially after 1960 when the British Columbia Ferries began regular service to Otter Bay. Weekenders and tourists alike could now access both islands.

The transit of the Pender Canal is an enjoyable undertaking but careful attention must be paid to the tides. There is not a lot of room under the bridge to share with opposing traffic and the visibility is not far-reaching. But it's a charming passage and well worth the time to check out.

*(Photos from the Nauticapedia collection.)*

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2015-16 Executive**

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**Please Patronize Our Supporters**

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Currently, five West Coast chandleries offer discounts ranging up to 15% to CS West members. They are:

- Steveston Marine at all its lower mainland stores (you'll have to be on their mailing list to receive the discount - see the website)
- Massey's Marine Supply in Ladner,
- All Bay Marine in Sidney
- Waypoint Marine in Sidney, and
- The Harbour Chandler in Nanaimo.

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

- Quadrant Marine Institute in Sidney off its seminars and at-home courseware,
- JM Marine Canvas in Victoria off all its canvas products and services, and
- UK Halsey Sailmakers in Sidney off all goods and services, including specials.

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

