



**CSWEST**  
CS Yacht Owners West

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**Summer**  
**2008**

Volume 11, Issue 2

## Newsletter of CS Yacht Owners West

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### CS/Quanta Rendezvous, Ganges

May 16—18, 2008

Our organizer must have a direct line to the Master Mariner in the sky as we had great weather for the rendezvous and a record turnout. Twenty-four boats turned up for all or part of the rendezvous. Far-Fetch, Cahoots, first morning, Slip Stream II, Minnedosa, Miracle, Sabbatical, Blue Lagoon, Gadgets, Corcyrian, Optical Illusion, Summer Snow, Summer Ours, Monaxia, Fainleog, Tuff Decision, Battle Axe, Kewao, Wind Dancer, Carriad, Kaiulani, Deckadance, Lollipop, Polaris, Sloop Therapy, and Musashi were registered.. Another CS boat turned up on the scene: Tenacious, with new part owners. In the end, Ray and Pauline Wall on Lollipop and Janet and Bill Jackson unfortunately couldn't make it. Mark and Judy Ponti-Sgargi, past CS 34 owners, arrived on their recently acquired Saga 35.

Fainleog sported a bra flying below the CS

burgee. There was considerable discussion and controversy as to the significance of this gesture, as well as the protocol on such matters: should the bra be flown above the burgee or below, or not at all.

Not everyone made it for Happy Hour on the Friday but by mid afternoon on Saturday, everyone had turned up. In the morning only four appeared for the technical session, due to a losing conflict with the Saturday Market, but Mary-Ellen, at least, felt it was worthwhile as she learned how to reseal the housing for her companionway hatch.

The crab feed was a great success with Commodore Tom Shenton and Len Daczko doing a masterful and entertaining job of cooking the crab. The rest of us devoured it with relish. The servings were substantial and some of us

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### Commodore's Corner

Hello to all of you just returning from your summer adventures. I hope you were able to enjoy all that wonderful sunshine and did your part to reduce the prawn and crab populations. Our cruise this summer encompassed London, Paris and the Costa del Sol in Spain. We managed to dodge truckers' strikes everywhere we went as they were protesting the high cost of diesel and stopping traffic at random. We thoroughly

enjoyed Spain although I had another round of pancreatitis while there. Moving back to France was a delight: we stayed near their Disneyland and were able to utilize the magnificent French transportation system to go into Paris several times and to Versailles.

We are the proud parents of a new Westie, so

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**Fall  
Rendezvous  
Telegraph Har-  
bour Marina  
Sep 26-29**

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**Fall Meeting  
Sidney North  
Saanich Yacht  
Club  
November 1**

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## Ganges Rendezvous - Continued from page 1

us went away with enough for our lunch the next day. The remaining plates of crab were raffled off later in the evening.

The raffle went well. Carl Swanson had acquired a good selection of items and Yvonne Daczko did her usual great job of selling tickets.

Lured by muffins, pastries and coffee, the membership managed to surface by 0900 on the Sunday for the annual general meeting. Tom Shenton is stepping down from Commodore, as he and Pam are going off-shore later this year. Mary-Ellen Spinar was unanimously elected to replace him, having exhibited her many talents as Vice-Commodore in successfully organizing our many events through the past few years. Graham Williams is stepping aside after many years as Treasurer; to be replaced by Barbara Giese. No one has offered to take up the position of Technical Director but Derek has agreed to stay on until a replacement has been found. After a bit of good natured arm twisting, John Taylor said he would fill the Vice-Com-

modore slot. Stephanie Greer, David Cohen, and Don Grovestine will continue in their current roles.

Later in the morning, Len led a number of us on a good walk up through the old camp site and woods behind Ganges and around by a series of roads back to the marina. He offered a number of escape routes but everyone continued, obviously enjoying the opportunity to get out and have a good leg stretch.

Stephanie and Carsten of Polaris, who had been at a wedding on the Saturday in Victoria, made a special effort to join us on the Sunday, turning up mid afternoon. Other boaters departed during the day and the majority of those who remained continued to socialize and then go to dinner at the Harbour House Hotel.

The great weather ended with the Sunday evening and everyone awakened to rain and gray skies on the Monday as they prepared to set off for home.

Many thanks to Mary Ellen and all those who pitched in to help make another successful CS rendezvous.





## Commodore's Corner - continued from page 1

another item high on our priority list is housebreaking! Mac came from out-of-state so another 'cruise' entailed a quick trip to Idaho and back, to get him. We were able to head out for a few days on the boat this week to see if 'Mac' will be as good a boat dog as his predecessor. I am happy to report that Mac loves the boat and will soon be assuming crew duties!

Other than those diversions, Don and I have spent the summer working on the house and yard (things that boat owners usually keep on the 'someday' list).

Believe me I am looking forward to our next rendezvous at Telegraph Harbour as it will be good to get out on the water again. Mark your calendars for the weekend of September 26<sup>th</sup> to get together and share your summer experiences with everyone. Also, anyone interested in the Shenton's exploits with Kewao, on the way to Mexico, should check their blog at <http://kewao.blogspot.com/>

Mary Ellen  
Wind Dancer

## 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.

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

## New Members

**A warm welcome to our new members:**

Allan Harris	Katia (36)	Point Roberts	604-531-1002	<a href="mailto:allanharris@shaw.ca">allanharris@shaw.ca</a>
Peter Langille	Captivator (36)	Point Roberts	604-582-0201	<a href="mailto:peterlangille@shaw.ca">peterlangille@shaw.ca</a>
John & Elizabeth Olson	Magic Karpet III (36)		604-925-9864	<a href="mailto:eolson@carriagemanagement.com">eolson@carriagemanagement.com</a>



## Telegraph Harbour Fall Rendezvous

**Sept 26-29, 2008**

Our moorage will be \$.85/ft and electricity \$4.50/night

The marina cafe is now serving an expanded menu including pizza, salads, soup, sandwiches and best of all - ESPRESSO drinks!!

### Friday:

- 5:00 pm - Happy Hour in the Pavilion

### Saturday

- 8:30 - Cinnamon Buns & coffee in the Pavilion
- 10:00 - Swap Meet & Bocce Ball Tournament
- 3:00 - Technical session (location TBA)
  - 6:00 - Steak BBQ in Pavilion

### Sunday:

- 9:00 am - Pancake Breakfast with scrambled eggs, sausage, OJ and hot coffee prepared by the Executive in the Pavilion
  - General Exodus

We'll be looking for volunteers to help with docking, flogging raffle tickets, leading walks, etc.

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

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**Mark your calendars for the following events and check the website for details:**

**Fall Meeting:** Saturday, November 1, 2008 at SNSYC in Sidney

**Winter Meeting:** Saturday, February 7, 2009 at RVYC in Vancouver



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

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## MYSTIQUE GETS THAT SINKING FEELING

As the new owners of CS33 *Mystique* we have been carefully rebuilding various systems that a 24 year old boat invariably needs. We had excellent standards to maintain, set by Ralf & Helga, the original owners we purchased from in Spring 2007. Last winter she had her Bukh engine removed and refurbished, allowing re-painting of the entire bilge area, replacing hoses, and sorting out items not easily accessible when the engine is in place. I contemplated replacing the old style PSS dripless shaft seal with the newer vented version which I had on my last boat, but as *Mystique* was in the water and this is a job for the hard, I decided against it. It was a decision I would regret a few months later.

Having owned a series of three racing sailboats leading up to *Mystique's* purchase, we still participate in casual club races and my favorite race of all is the RNSA Single-Handed to Nanaimo and back. This year's race was a beat both days and *Mystique* did herself proud, finishing first overall corrected on Saturday and placing second O.A. for the two days racing. It was a tough slog both days but Saturday was particularly hard, started in a 24 kt true westerly with the usual lumpy seas. Sunday was less windy at 14 kt SE but there was a very confusing sea. These conditions would be the cause of my problems.

Three days after, we were out for our club's Wednesday evening race. We motored out to the start near Passage Island, sailed the race, and motored home. A total of 20 minutes each way, but the race was only an hour so the engine system was still warm on re-starting to return to the club.

We did not go out again until the following Wednesday, leaving the dock as usual, a bit early and puttering around before the start of the race. We were motoring gently, enjoying the beautiful Howe Sound scenery and cruise ships leaving the harbour. As the first division boats were starting I went below to move the battery switch from both to no. 2. As I left the last step of the companionway stairs, I found myself standing in

2" of water.

I was stunned; after forty-eight years of boating and eight boats, I was sinking!! What to do??

First, was to hand one of the crew the handle for the whale, manual pump with instructions to move the handle in an up and down motion. The beer would have to wait, depending on our success.

Second, was to call the race committee to inform them we were not starting because of the possibility of sinking... as good an excuse as any I figured.

Third, was to turn on the auto bilge pump. Yes, I know, this should always be on but we have found that when sailing hard the heel angle tends to activate the float switch and make the pump run dry. From now on I will probably leave it on.

Fourth, was to find out where the leak was coming from.

Removing the engine cover, I could see the pristine, newly painted engine I had recently removed and meticulously overhauled, chugging away happily amidst a spray of water. Grabbing a flashlight to highlight the stuffing box area I could see the shaft and coupling turning under water, while a piece of rubber from the shaft seal was also flapping around. This was not good: that piece of rubber should be held by hose clamps to the shaft log.

Full marks to previous owner Ralf, for upgrading the original bilge pump with a 2000 gph Rule pump. It ran 10 seconds and rested for 25 seconds, well ahead of the incoming flow, so even if we were mid Gulf the chances of making shore afloat, were good. And we also had the standard whale

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**MYSTIQUE GETS THAT SINKING FEELING** - *Continued from previous page*

gusher manual which was also able to keep ahead of the flow.

Luckily, the WVYC elevator was vacant and we hauled out immediately. What a lovely feeling it is to see your boat rise from the water that tries to claim her.

The following day I called PYI in Lynwood, WA, the distributors of the PSS dripless shaft seal and told them my story. Their deduction was that as *Mystique* had the old style shaft seal without the bleed hose, I had gotten air into the shaft log, and the carbon face seal and stainless collar had overheated and bonded together at shut-down. On the next start-up, the bonded faces had turned the rubber collar to the point they tore apart and allowed water to enter. A new model was shipped at no charge!

So the race to Nanaimo had probably been the cause. Moderate to strong winds with 4 ft plus seas had caused *Mystique* to lift her stern enough for an air pocket to form in the shaft tube. And when enough motoring had been done to cause overheating and bonding of the plates ... well, you know the story. It's a sinking feeling.

The lesson: anyone with the old style seal, as in the photo below, would be wise to burp it after cruising in rough seas.

George & Sue Streadwick  
CS33 – *Mystique*

