



CSWEST
CS Yacht Owners West

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Winter
2003/04

Volume 7, Issue 1

Newsletter of CS Yacht Owners West

In Memoriam

We are very sorry to report the passing of Dave Campbell (CS 33 *Driftaway*) on Dec 1, 2003. He'll be sadly missed by those of us who had the good fortune to know him. Our sincere condolences to his loving partner, Carolan (Scotty) Wilson.

November Meeting Biggest Ever!

Sidney North Saanich Yacht Club, November 8, 2003.

The evening of Friday, November 8 saw a record fifty-three CS West members gather at the Sidney North Saanich Yacht Club for the annual November Meeting.

The following boats were represented: CS Merlin *CS Cape*; CS 36s *Arbutus Girl*, *Cashel-mara*, *Far Fetch*, *Gadgets*, *Heron*, *Katia*, *Nootka Rose*, *Polaris*, *Summer Snow* and *Trelawney*; CS 34 *Tac Tic*; CS 33s *Azad*, *Blue Heron*, *Deckadance*, *First Morning* and *Sloop Therapy*; CS 30s *Musashi* and *Nikik*; CS 27s *Carriad* and *Wild Rose*; and *Quantas Campbells Sloop*, *Lollipop* and *Sabbatical*. *Campbells Sloop* came by water!

Among those attending were new members Ken and Elaine Morrison (*Nikik*), Nancy and Graham Williams (*Sloop Therapy*), David and Gillian Cohen who have

now assumed half-ownership of *First Morning*, our guest speaker Ron Drane and his wife Donna.

As usual, we were met at the door by Stephanie Greer. This year, she was ably assisted by Sally Porcheron. Sally focused on collecting the entrance fee, a very reasonable \$20/person, while Stephanie played her familiar role of persuading us to take advantage of the convenience of renewing our annual memberships at the door.

The event got underway around 5:00 pm and the bar was a busy place until we sat down for dinner shortly after 6:30. Dan Campbell was pitching with the best of them as he convinced us to part with our
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From Our President

Happy New Year to everyone and safe sailing in 2004. I hope to see you at the February meeting or at the boat show.

Tragedy struck our marina at Point Roberts early New Year's day. Two fifty foot power boats were destroyed by fire. Other boats received some damage. The cause has not been determined.

This should serve as a reminder to all of us to check our boats frequently, even in the winter time, if they are left plugged into shore power. This becomes especially important if any form of heater is left switched on.

Happy Sailing,
Bev

Dates of Interest:

- *Winter Meeting - Royal Vancouver Yacht Club, February 7, 2004*
- *Spring Rendezvous - Port Browning Marina, May 21-23, 2004*



November Meeting (con't) hard-earned cash in return for raffle tickets. Lucien, the chef at SNSYC, did his usual fine job; his pot roast was great.



Following dinner Ron Drane talked to us about maintaining the value of our boats. As a certified BC yacht broker at Vanisle Marina (where his job is to get the



best price for his clients' boats) and as the past-owner of a variety of power and sail boats (including a CS 40), Ron is in a ideal position to advise us on the topic .

Ron's main message was: if a boat for sale is to attract high offers, it must have a *Wow!* Factor. That is, when



someone looks at the boat, their first word should be "Wow!"

There are three ways to get a *Wow!* factor, according to Ron - "Maintenance, maintenance and maintenance!".

Most importantly, the boat must be clean and free of odours. The exterior fiberglass should be waxed annually and washed frequently. The graphics should be in



like-new condition. Lockers and bilges should be dry, clean and, preferably, freshly painted. All required safety equipment should be aboard, all systems should be serviceable and in good repair, electronics should be relatively current and there should be no water or fuel leaks or water penetration into the deck core from around any fittings. Finally, good maintenance records should be kept and, for older boats, a recent survey report should be available.



Even though it is mostly common sense, it was good to hear it from an expert.

Ron estimates that these factors alone account for why a well-maintained boat may sell for up to 50% more than a neglected sistership - a situation he says he's experienced repeatedly.



Ron suggested two relatively cheap upgrades that give a lot of "bang for the buck". The first is new lifelines, which not only enhance safety but significantly add to the appearance of the boat. The other is to replace fuses with circuit breakers and neaten up the wiring on your boat.



Following the presentation, our raffle-master, Pierre Porcheron took the floor and a number of us were rewarded for having let Dan Campbell talk us into parting



with our money. Prizes included a boat heater/ dehumidifier and Peter Vassilopoulos' new book *North of Desolation Sound*. Congratulations to the prize winners.



Around 8:30, many of those who came from Vancouver by ferry began migrating back to the ferry terminal. Most of the rest of us stayed around until about 9:30, some participating in an intense "Why did you do it that way?" session with Ray Wall. Ray is the designer of the Quanta and the CSs 36, 33 and 27. He is retired, living in the Victoria area and a member of our group.

Thanks to:

- Kathie Thompson who arranged for the speaker
- Stephanie Greer who made the arrangements with the yacht club
- Don Grovestine and Bob Thompson for providing transport to and from the ferry
- Bob and Kathie Thompson, Stephanie Greer and Carsten Nachtigahl, and Ray and Pauline Wall who provided bed and breakfast for out-of-towners
- Nancy and Graham Williams and Jerry and Barbara Rosalski who offered bed and breakfast but whose hospitality was not required and, lastly,
- Pierre and Sally Porcheron for purchasing the raffle prizes.

The 2003 November Meeting was a great wrap-up for an eventful year.

Don Grovestine
CS 36 Gadgets

Winter Meeting

Plan to attend the CS Yacht Owners West Winter Meeting, to be held in the Boardroom at the Royal Vancouver Yacht Club on February 7 at 7:00 pm, after the boat show. The featured speaker has not yet been finalized, nor has the menu. We will pass along the details via e-mail as soon as they're available.



The Boat Insurance "Deal" for CS West Members

For some time now, there has been a standard item on the back page of this newsletter regarding a special insurance "deal" that Pierre Porcheron had negotiated for members of CS West - but it contained few details.

Pierre has received a number of queries regarding the arrangement. He has asked that we publish in this is-

sue of CS West the letter he received from the insurance agent setting out those details.

The letter follows. For legibility purposes, I scanned and OCR'd the letter rather than simply inserting a photocopy of the signed original. Otherwise, the following is a faithful reproduction of the agent's letter:

Reliance Insurance Agencies Ltd.

#324 - East 1st Ave, Vancouver, B.C., V5M 4P4

Phone; 604-255-4616 Fax; 604-255-1117

E-mail; rcreed@reliance.bc.ca

Direct Line; 604-535-2681 Fax; 604-535-221

Mr. Pierre Porcheron
#18-15168 22nd Ave
Surrey, B.C., V4A 9T4

April 15, 2002

Dear Pierre,

Re; Group insurance for CS Yachts owners.

Please use this letter as an outline of the proposed unique insurance coverage that I have negotiated for your group of CS Yachts owners for both coasts of Canada including inland waters for those lake boats too. The policy will be brokered through me, where ever possible, for the west coast and will be issued by Pacific Marine Underwriting Managers Ltd. through their Vancouver office. East coast owners can have their existing Broker contact Pacific Marine directly to get access to this unique policy. They will manage any claims that may occur and the financial supporter for the 'program' is Continental Casualty Insurance Co. of Canada who are one of the biggest suppliers of marine insurance in North America. The Yacht form policy is based on the original Yacht Pool Policy created in Vancouver 60 years ago and which forms the foundation for most of the better policies used today.

This new Navigator Yacht Form for the CS Yachts Owner Group will feature the following benefits;

- Agreed Value for total losses
- Replacement cost bases for partial losses
- Agreed Value for total loss of dinghy's and outboards
- Lower deductible of \$250 to apply to loss of dinghy, electronics, aux.outboards and personal effects
- Personal Effects are based on replacement cost
- All policies contain Trading Limits # 3 for allowable area of operation
- All claims reported to me in Vancouver and Pacific Marine for out of Province vessels.
- Out of water surveys are required at 20 years of age which are then good for seven years.
- Vessels 15 years and older will need two good photos to accompany the application.
- Minimum of \$500 deductible will apply to Hull and Machinery and rigging losses or 1 of the hull value to \$100,000.
- Protection and Indemnity Liability includes Wreck removal, accidental pollution charges. Workman's Compensation and Long Shoreman Charges while in US waters
- Uninsured Boaters Liability extended to the same limit policy limits
- Policy does not contain a "Patch Clause" which would restrict damage repair to the local area only
- Sails less than five years of age are covered on a replacement cost bases.
- Discounts for boating courses and onboard sailing experience

This CS Group policy will contain special discounts to recognize the superior construction and detail of these sailing yachts. We have believe the premiums to be as competitive as the features of this policy and encourage all owners to contact me with their needs.

Yours truly

Capt. Richard Creed



Norm's CS 36 Maintenance Checklist

One evening a few weeks ago, Stephanie and Captain Carsten (CS 36 *Polaris*), and Wendy and your intrepid editor (CS 36 *Gadgets*) were visiting with Joan and Norman Smyth (CS 36 *Cashelmara*) who recently moved here from Ottawa. Not surprisingly, the topic of conversation turned to boat maintenance. Being relatively new to salt water, Norm asked "What do I have to do differently out here?" He had started a checklist based on his freshwater experience. Together, we adapted it for local conditions.

Since the need for Spring maintenance will soon be upon us and in view of the emphasis placed on maintenance by Ron Drane (the guest speaker at the November Meeting), we thought it might be worthwhile sharing that checklist with you. (I have reformatted the list to make it more generally applicable and also taken the liberty of adding a few recommendations from the maintenance sections of the CS 36 Owner's Manual.)

Monthly (at least):

- clean and top up batteries
- check and clean bilge
- check engine oil and coolant levels
- check and clean/dry engine sump. Investigate anything other than a few drops of engine oil or, if you don't have a drip-less shaft-seal, a small amount of salt water.
- test automatic bilge pump.

Quarterly:

- inspect/replace engine heat exchanger zinc
- inspect, adjust and oil steering cables
- lubricate pedestal steering mechanism and chain
- check navigation, running, deck and anchor lights.

In the Spring:

- perform quarterly and monthly items
- inspect mast fittings and rigging; retune rigging if necessary; ensure cotter/split pins are in good condition
- inspect life lines and stanchions
- remove (if necessary) and clean dodger, bimini and other canvas
- scrub deck (using bleach or cleaner) and clean and wax cabin sides and cockpit (after haulout)
- oil/Cetol/varnish any exterior wood
- clean all lockers and wash/wax interior fibreglass
- apply orange/teak/other oil to interior wood (every second year)
- clean potable water tanks
- spray WD 40 on furling gear bearings and put sail-track lubricant on mainsail lugs

- strip down, clean and lubricate winches
- change fuel filters – primary filter every year; secondary filters every second year
- check raw engine water impeller and replace at first sign of deterioration
- inspect alternator belt, replace at first sign of wear and maintain proper belt tension
- change engine oil (CS recommendation - Shell Rotella-T SAE 30 for Westerbeke 30/33 and Shell Rimula 10W-30 for all other engines)
- change engine oil filter (Capt Carsten published an article some time ago in CS West cross-referencing OEM oil filters with other readily available – and less expensive – equivalents)
- test manual bilge pump
- test batteries with a hydrometer.

At Haul Out

- have the following items on hand – before haul out:
 - shaft and/or propeller zincs
 - acetone/soap/cleaners/wax/cloths
 - scraper/steel wool
 - sandpaper, sander, masks
 - wire brush
 - epoxy filler, applicator
 - gloves, coveralls,
 - masking tape (green or blue)
 - antifouling paint, roller, pan, brush
- remove sumlog/knotmeter impeller - before haul out
- pressure-wash hull and bottom
- paint bottom with anti-fouling paint - preparing per paint manufacturer's instructions
- replace shaft and propeller zincs
- check cutlass bearing for excessive play
- inspect all thru-hull fittings
- wash hull, repair gelcoat "dings", touch-up graphics
- wax hull (two coats at least).

In the Fall

- perform quarterly and monthly items
- top up fuel tank and add conditioner
- winterize tender engine
- clean and fold tender
- drain pressure water system (including water heater) or add potable anti-freeze
- remove and fold #1 genoa
- install space heater/dehumidifier
- run air circulation fans
- change engine oil and, depending on engine hours, oil filter.

continued on next page

**At Other Times:**

- change transmission oil (CS recommendation - Type A Shell Donnax TG) every second year
- change W30/33 V-drive oil (CS recommendation - Shell Rotella-T SAE30) every second year
- for engines with heat exchangers, change coolant every five years (50/50 mixture of fresh water and anti-freeze).

Almost certainly, there are still a few essential items that we missed. And, of course, we were focussed on CS-36s. The other CSs may have their own special requirements.

Nonetheless, if you do everything on Norm's checklist at the recommended intervals, you should have one of the better-maintained boats in your marina/yacht club and be well on your way to having your *WOW!* factor.

CS West Web Pages Updated

Those of you who have recently visited the CS West pages of the CSOA website (<http://closereach.com/csoa/>) may have noticed a number of improvements:

- the new CS West logo is now on the website's home page as well as most of the CS West pages
- the CS West Introduction page has been totally rewritten. It presents a brief history of the organization and summarizes its current status/activities.

- various other housekeeping items have been addressed.

Thanks especially to Skip Ross, the CSOA webmaster, and Stephanie Greer for their efforts.

Incidentally, on a recent visit to the CSOA website, I found a number of links to other websites focussing on CS boats, some of which I found quite interesting. I hadn't realized that link page existed.

Snow Cruising Anyone?

This is the scene that greeted your editor on the morning of January 3. While it's not apparent from the picture, the winds were gale-force from the northeast. The temperature in Victoria missed its all time low by only a fraction of a degree.

Meanwhile, the high in Toronto that day was 13°C. (But, with all the pictures we've sent back east since moving here a little over two years ago, showing for example flowers blooming in February, I guess turn-about is fair play.)

I've given the matter a lot of thought. In 1996 (when Wendy and I were still Easterners) at Christmas time, we visited Victoria - and were greeted by the all-time biggest snowfall. Two years ago in March, friends from "back East" were visiting us. The day after they arrived the temperature plummeted 12°C and hung around the freezing level for over a week - record lows for that time of year. Needless to say, they didn't get to go sailing. Last week, things were relatively normal - until our son from Toronto arrived on Thursday evening. The next day - well, you can see what happened - and the weekend Gulf Island cruise was cancelled.

I'm sure, now. It's those Easterners taking their revenge!

Our son left today, so things should improve rapidly. What worries me, though, is that I expect we'll have more visitors from the East this Spring.





CS West Needs a New Publicity-Person

Our publicity-person, Elsie Wollaston, has given up boating (hopefully, only for the time being) and has departed for warmer climes.

We need a new publicity person. The job is not onerous. The only designated responsibility is to liaise with

Pacific Yachting regarding our rendezvous. Other duties should be minimal.

If you are prepared to help, please contact our president, Bev Bayliss, (604) 943-1074, bbayliss@telus.net, or have a chat with her at the Winter Meeting.

Oh, Oh! Where's the Dinghy?

The plan was to head to Port Townsend via Anacortes, Laconner and Deception Pass. We left our moorage at Cornet Bay on Whidbey Island and passed under the Deception Pass Bridge at slack tide around 7:45 am. The sky was overcast with a low cloud ceiling and visibility was satisfactory in that all of the bridge and adjacent lands were in view. Being somewhat new to open waters, we were more than prepared with safety life-lines rigged along the deck, wet weather gear and life-jackets donned, charts at the ready and coffee in a thermos. We planned to pass through the channel and then sail south towards Admiralty Inlet.

Once outside the pass, we were met with good-sized waves but no wind to steady us and, more significantly, lots of fog. Indeed the visibility narrowed to less than 20 meters. I confidently announced "No problem!" in order to calm my nerves. We motored along on our compass bearing and shifted to another bearing after 45 minutes, confidently trusting (and still hoping!!) that the fog would lift. It did. Indeed it was a delightful trip as we could hear many crabbers out checking their pots and re-setting them with colourful odd shaped floats, each boat having different arrangements of three tiered coloured corks, many of which would make a good appearance at any festive parade. Would that our crabbers did the same!

Basking in bright sunlight Dale proceeded to pour the much needed coffee and, when she came through the

companionway with the cups, she exclaimed: "Where's the dinghy?" All we could see was a long, yellow, rather forlorn painter dragging behind us and the fog sitting menacingly in the distance. Nuts! We turned around and spent the next two hours combing the shoreline trying to spot our wayward craft, wondering how we were going to retrieve it even if we saw it being pounded on the shore. Nothing! Finally we called the U.S. Coast Guard on 22 alpha and notified them of the missing boat. Reconciling ourselves to our loss, we began to warm up to the idea of a nice replacement: a little inflatable would do nicely.

Our dreams were soon shattered when we heard a caller on the VHF contacting the Coast Guard announcing that they had found an 'abandoned' dinghy floating in the Strait. It bore our name. We considered maintaining radio silence as the inflatable was beginning to seem like a nice idea. Was it not the dinghy's fault for abandoning us? Well the game was up and we contacted the finder who very kindly agreed to take it to Roche Harbour where he was proceeding. No Lloyds open policy here. We retrieved our recalcitrant tender several days later, admonished it for its poor behavior and punished it by installing a new stainless steel fastener on its stem to thwart further acts of delinquency. All is well that ends well - I suppose.

Barry Rolston
CS33 *First Morning*

CS LogoWear

The CS logo has been digitized and can be embroidered onto a variety of clothing items - fleece vests, golf shirts, baseball caps, etc. The logo is available at Dog's Ear outlets in Victoria, Richmond and West Vancouver and at E-zone in Nanaimo. You can bring in your items to be embroidered or purchase them at one of the outlets.

If your requirements can't be met by one of these outlets and you want to have the work done elsewhere, please contact Jonie Foran (CS 33 *Sabbatical*) at (604) 241-1322 or by e-mail at d-jforan@shaw.ca. She can arrange for the loan of a computer disk containing the logo.

A BIG CS West Welcome To:

David and Gillian Cohen ----- new partners in CS 33 *First Morning*



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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From Our Members . . .

Looking for a CS 30/33 - Rod MacDonald (CS 27 Pincoya) - I am still looking for a CS 30 or 33. We are finding that as much as we enjoy the CS 27, we hope to travel further afield (awater) next year. If anyone is interested in selling their 30/33, they can contact me by email: rodmac@nanaimo.ark.com or by phone: (250) 753-8711.

Just "learning the ropes" - Jon Swanson (CS 27 Wild Rose) - I'm still in the process of learning the ropes. I'd like to see articles in CS West on the topic of electronic navigation equipment. We've noticed a myriad of offerings on the market (simple GPS, chartplotters, laptop systems, PDAs, etc.). But, there is no apparent easy solution to the small sailboat sailor who would like to be able to read a GPS-enabled electronic chart clearly in an open cockpit under bright conditions or wet ones. The technology is moving fast, but so far the best solution seems vague and confusing. This might be an interesting topic for one of the more seasoned CS sailors who has found a good solution to comment upon and share his/her experience and recommendations. Thanks, and our very best wishes for a Happy New Year.

2004 Renewals / Membership Information Changes

Stephanie, Sally and Mary Ellen wish to remind those of you who have not yet renewed your membership that your 2004 dues are now overdue. Please send your cheque for \$25.00 to:

Stephanie Greer
37 - 1255 Wain Road
Sidney BC V8L 4R4

Whether or not you need to renew your membership for 2004, if any of your information (e.g., address, boat

name/type) shown on the membership list distributed at the November meeting is incorrect, kindly advise Stephanie by e-mail at polaris@interchange.ubc.ca or by post at the address to the left. (For your convenience, a membership form is included with this edition of CS West - as a separate e-mail attachment or as an extra page with each paper copy). Alternately, you can send the revised information online by filling in the CS West membership questionnaire on the CSOA website.) http://closereach.com/csoa/questw.htm.

Time to renew your marine insurance? Pierre Porcheron (CS 36T Katia) has negotiated a GREAT group deal for CS Yacht Owners Group West members with Pacific Marine Underwriting Managers in Vancouver. Several members have saved \$300 in premiums. The underwriter is Continental Casualty Insurance of Canada. Contact Dan Kim, toll free at (877) 433-2628 or by e-mail at dkim@reliance.bc.ca.

