



CSWEST
CS Yacht Owners West

27 • Q28 • 30 • 33 • 34 • 36T • 36M • 40

Winter
2004/05

Volume 8, Issue 1

Newsletter of **CS Yacht Owners West**

In Memoriam

We are very sorry to report the passing of David Peter (former owner of CS 33 *Blue Peter*). David was an early member of CS West and was the organizer of the first Fall Meeting in November, 1997. He'll be sadly missed.

Fall Meeting - Best Ever

Following the tour of the Coast Guard's Victoria MCTS on Saturday, November 6 (see page 4), forty-nine members gathered at the Sidney North Saanich Yacht Club for CS West's Fall Meeting. Attendance broke the previous record, set last year. The following boats were represented: CS36M *Minnedosa*, CS36Ts *Cashelmara*, *Gadgets*, *Heron*, *Kewao*, *Nootka Rose*, *Optical Illusion*, *Polaris*, *Summer Snow* and *Wind Dancer*, CS 34 *Tack-Tic*, CS 33s *Azad*, *Blue Heron*, *Deckadance*, *first morning*, *Sabbatical* and *Sloop Therapy*, CS 30s *Musashi* and *Nikik*, Q28 *Sabbatical* and CS 27s *Blue Jay*, *Respite*, *Wild Rose* and *Wind Rush II*.

As usual, the evening commenced with a social gathering, allowing us to catch-up on the goings-on of our fellow members. Of

course, those attending had to first run the gauntlet of Stephanie and her helpers at the door collecting the entrance fee and trying (with good success) to persuade each of us to renew our membership for 2005. We also enjoyed the antics of Yvonne Daczko as she attempted to separate us from our money in return for raffle tickets. This time, we had a new price scale, ending with "an arm's-length of tickets" for \$20. That proved to be a great success (but next year I want to use someone with a longer arm for measuring!)

At 5:45 pm. the master of ceremonies and event organizer, Graham Williams, introduced our Commodore, Norm Smyth. Norm spoke briefly about a number of

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From Our Commodore

I cannot believe all that has been happening at CS West this fall. I thought this was a quiet, uneventful group! Am I mistaken!! Read on.....

The November meeting was fantastic. The Coast Guard tour followed by the Tony Gooch presentation of his solo, non-stop, circumnavigation of the world

was a night to remember. Nancy and Graham Williams are to be congratulated on arranging such a superb day.

The program Mary Ellen is putting together for 2005 is going to be really interesting.

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Upcoming Events:

Winter Meeting, Royal Vancouver Yacht Club, February 12, 2005 (Boat Show Weekend), 7:00 pm.



items of interest. In particular, in the recent membership survey, many members asked the executive to explore other locations for rendezvous. In a "straw vote", the executive's suggestions to move the Spring Rendez-

Dinner commenced on time at 6:00 pm. We enjoyed our choice of poached salmon or baked chicken breast, delicately sauced, with vegetables. Both were delicious. Salmon lovers were rewarded with very ample portions. (A chicken breast only gets so big.) Dessert (a huge piece of chocolate cake) and coffee followed.



vous to Poet's Cove and the Fall Rendezvous to Telegraph Harbour Marina on a later weekend were overwhelmingly endorsed. As well, the proposal to hold a third, Summer Rendezvous, at Snug Cove on the July 1/4 weekend was well received. Norm then asked Don Grovestine to introduce CS West's new website (see page 7).

The highlight of the evening was a slide show and commentary by guest speaker, Tony Gooch. About eighteen months ago, Tony returned safely from his 24,362





mile, non-stop, solo circumnavigation of the world. The trip commenced, and ended 177 days later, at a line between Tony's Victoria home and Trial Island. Storms, icebergs, blown sails and a broken boom were only a few of the difficulties he faced. Nonetheless, he made the experience sound so routine that, I suspect, a few

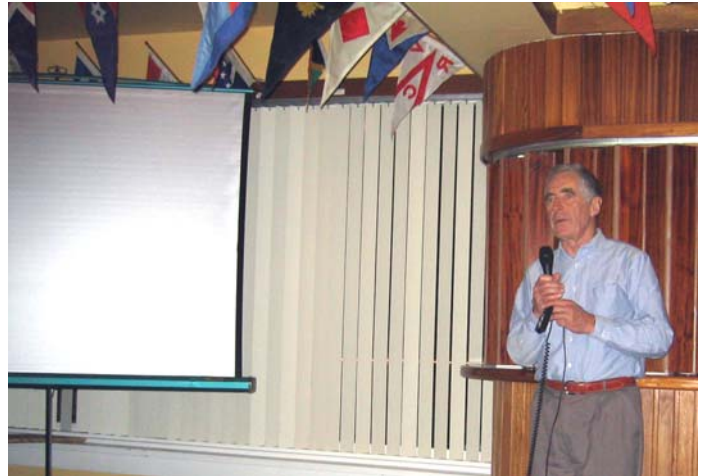


were contemplating an ocean voyage before the evening was over. Tony summarized by saying that the southern ocean was the most satisfying place to be on a sailboat and acknowledged the strong support of his wife Coryn, who was his home-base coordinator and who also attended our event. A spirited question and an-



swer session followed Tony's presentation.

You can learn more about Tony and his feat from his website <http://www.taonui.com>.



Then it was time for our traditional raffle. Capt. Carsten played raffle-master. About fifteen of us silently thanked Yvonne for convincing us to part with our money.

At about 8:15 pm, a few of our Vancouver-based members departed to catch the last ferry. The rest of us enjoyed some more social time before the event wound up.

Thanks to Commodore Norm for making the initial arrangements with the Coast Guard, to Graham and Nancy for their efforts in organizing the Coast Guard MCTS tour and the SNSYC meeting, to Stephanie and her helpers for helping to keep us solvent, and to Yvonne and Carsten for a "fun" raffle. It's the many helping hands that make these evening such a success.



CS West Tours Victoria MCTS

It was a rainy Saturday afternoon in November. What better time to visit the Canadian Coast Guard's Marine Communications & Traffic Services (MCTS) center adjacent to the Ocean Sciences Center at Pat Bay (near Sidney) – a place most of us knew existed but had previously failed to appreciate its scope of operations?

Thirty-four CS West members were divided into three groups. Each group was given an overview of the operation of the center by the shift supervisor. Then, we were permitted to wander around the center and to observe and speak with the various operators.



MCTS' overall role is to ensure safe marine navigation. It accomplishes this from four operator consoles and a supervisor's position. All are equipped with very modern, composite radar (radar data from several sites "massaged" by a computer into a single image) displays and computer-based communications controls. Operators work twelve hour shifts, periodically rotating between consoles.

One operator console is dedicated to general communications. The primary function of the adjacent console is to handle emergencies but, usually, it just serves as a backup to the communications position. Most of us have conversed with Victoria Coast Guard Radio on VHF from time to time. On the tour, we discovered that, when we had, we were speaking to an operator at the MCTS communications console (the "C" in MCTS) or, perhaps, at the backup position. Many of us were able to "put a face to the voice". In addition to handling VHF Ch. 16 calls, the communications operator transcribes the Environment Canada weather forecasts and the three-hourly manned-station weather reports for the "continuous marine broadcast". (The automated-station weather reports are updated hourly using computer text-to-voice technology.)



But MCTS does much more. Using radar, Victoria Traffic (the "T" in MCTS) monitors virtually every vessel operation in Canadian waters between Race Rocks and Texada Island, except those in Vancouver Harbour but including the Fraser River up to New Westminster. The radars are sited so that they "look" into virtually every nook and cranny along the coast. (You may feel alone as you cross Georgia Strait, but you're being watched.) Even though the radars are "aimed" at the water, the odd airplane taking off or landing at Vancouver International Airport can also be seen streaking across the displays.

Vessels of interest are tracked automatically by computer, with vessel name, origin, destination, speed-over-the-bottom and course shown in a "tag" associated with the radar target. Vessels of interest, generally, are freighters, ferries, commercial fishing boats and tugs with tow. Most are required by law to check in with Victoria Traffic when they transit the area. But, the op-



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erator can initiate a “track” on any target on the radar (including sailboats). The computer also projects tracks, thus revealing potential conflicts. When a conflict arises, the operator is warned by the computer. (Of course, the operators are constantly looking for crossing situations and seldom need the computer to warn them.) The operator will advise the vessels involved



and recommend evasive action. But, as one operator noted, the keyword is “recommend”. Unlike air traffic controllers, who direct aircraft operations, vessel traffic operators can only “suggest”. The skippers involved decide what they are going to do. And, on occasion, a stubborn skipper can bring sweat to an operator’s brow. (But, when that happens, the law provides an opportunity for formal action against the skipper/boat.)

Every radar track, radio communication and operator action is recorded. The shift supervisor showed us a 2” x 3” DAT (digital audio tape) cassette which he said contained the complete MCTS records for a 24 hour period.

As well, Victoria Traffic clears foreign vessels into and out of Canadian waters and MCTS is assigned the task of monitoring oil spills, deadheads, etc.

Victoria Coast Guard Radio monitors VHF Ch. 16 and has several other “working” channels. Victoria Traffic monitors and uses primarily VHF Ch. 11.

We asked whether Victoria Traffic would respond to pleasure craft. The answer in a nutshell was “Of course!” While casual calls are discouraged, if you’re caught in fog and need to know, for example, where a ferry is or if there are any large vessels near you (or likely to come near you), a call to Victoria Traffic on VHF Ch. 11 stating your position should get you a speedy answer. As well, if you’re crossing shipping lanes in fog, Victoria Traffic would (as appropriate) make your position known to other vessels.

Victoria MCTS is one of a series of vessel traffic service centers along the Coast – but the most modern. Tofino MCTS is responsible for vessel traffic along the West Coast of Vancouver Island. Seattle Traffic controls shipping in the Straits of Juan de Fuca west of Race Rocks and in American waters. On the inside of Vancouver Island, Victoria Traffic hands-off northbound traffic to, and receives southbound traffic from, Comox MCTS, whose area of responsibility extends to the north end of Vancouver Island. The North and Central Coasts are served by Prince Rupert MCTS.

We left Victoria MCTS with a very satisfied feeling not only of having seen something worthwhile but also, somehow, of being safer on the water than we previously had been. Every Saturday afternoon should be so well spent!

To learn more about MCTS, visit their website at http://www.ccg-gcc.gc.ca/mcts-sctm/main_e.htm.

Membership Renewal Time

It’s time to renew your membership for another year. Please send your cheque for \$25 made out to CS Yacht Owners West to Stephanie.

Her mailing address is:
37 - 1255 Wain Road
Sidney BC V8L 4R4

A BIG CS West Welcome To:

Ian and Polly Sutherland	<i>Blue Jay</i> (CS 27)	(250) 544-0872	i.sutherland@shaw.ca
Peter Stevens and Jennifer Ballou	<i>Gamma</i> (CS 27)	(604) 913-8905	lghtship@uniserve.com
John Hall and Sara Haave	<i>Morning Light</i> (CS 36)	(604) 224-6666	johnb.hall@telus.net



“Victoria Traffic” Helps Pleasure Boats Too

Waking up in thick fog on Monday morning at Princess Cove on Wallace Island, we turned on Channel 21. The weather forecast indicated that the fog was patchy and suggested it probably would lift later in the day.

Then we tuned to Channel 11 to monitor ship movements, something which we have occasionally done before, particularly when using Boundary Pass. There was constant voice traffic between shipping and Victoria Vessel Traffic Services (VTS) as vessels, predominantly commercial, advised their movements in the shipping lanes. But we noted that some private craft were also using the channel.

The fog hadn't lifted by 1130, but we decided to weigh anchor anyway. Rather than set waypoints and risk meeting other boats in the fog, we opted to hug the coastline of Saltspring Island - keeping in sight of land at all times except when we had to cross channels. While doing this, we had to know our exact location at all times to avoid shallows and rocks. We continued to monitor Channel 11. When crossing Captain's Passage, between Prevost and Saltspring Islands, we got on the VHF and advised Victoria VTS of our boat's name, course direction and speed. We didn't receive any acknowledgement - admittedly we didn't ask for any.

We carried on down the coast to Russell Island at the entrance to Fulford Harbour. Several boats had pulled in there to await improved visibility. What to do? We didn't want to tangle with the Fulford ferry and didn't

know its schedule. We again contacted Victoria Traffic on Channel 11 and asked where the ferry was. There was an immediate response advising us that she was loading at Swartz Bay - which gave us a window of opportunity to cross.

We crossed over to the end of Saanich Peninsula and hugged the coast, passing the docks at Swartz Bay and continuing through Iroquois Passage, by which time we had a flotilla of other boats following us through the fog, and arrived safely at North Saanich Marina after a rather harrowing 5 1/2 hour trip. It's rare to encounter in these waters such heavy fog that doesn't lift at some point during the day.

Two postscripts to this adventure:

- We had an antique brass fog horn, donated by Gillian's mother who sailed in the Mediterranean for five years. It came in very handy on this trip but David was getting hoarse by the time we got in.
- We also had aboard good friends who provided no end of support. He is a sailor and flyer who spent many years in the Queen Charlottes. Using the chart, calipers, the GPS for ground speed and a timer on his watch, he calculated our course and time to each landfall. He was inevitably right on in his calculations.

David and Gillian Cohen
CS 33 *first morning*

Winter Meeting Royal Vancouver Yacht Club February 12, 2005, 7:00 pm.

Enjoy a superb dinner and then learn about the vagaries of weather along the BC Coast from our guest speaker Owen Lange of Environment Canada, author of "The Wind Came All Ways" and "Living With Weather Along the British Columbia Coast". Organizers of the event are David and Carol Ann Faith.

Plan now to attend.

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.



CS West Gets Its Own Website

At the Fall Meeting, Don Grovestine very briefly introduced CS West's newest communication mechanism, a standalone website.

For some time, the CS Yacht Owners Associations website (<http://www.closereach.com>) has publicized CS West and provided on-line distribution of our newsletters - thanks to Skip Ross, a good Samaritan in Los Altos, CA. However, our plans to provide on-line access to boat modification/upgrade details and other information would have consumed an excessive amount of Skip's time. So, Don developed a new website.

The new website is hosted at <http://www.members.shaw.ca/cs-west>. In addition to providing publicity for our organization, on-line distribution of our newsletters and boat modification/upgrade details, the site includes an events calendar and a members buy/sell page, recognizes suppliers offering CS West members a discount, allows easy access to technical articles published in CS West (even from when it was paper-based) and supports on-line membership application and entry of boat modification/upgrade information.

But, that's only the beginning! Over the next few months, Don plans to develop a database to "drive" the site. The database will include, among other things, full membership information and boat modification/upgrade details. Once the database is implemented, you'll be able to enter/update your boat information without any human intervention and detailed information about any boat in the club will be only a click away. You'll also be able to display/print a membership list at any time or to access the stored information, e.g., phone numbers, e-mail addresses, of other members. Access to membership information will, however, be password protected and restricted to members.

Links to the CS Yacht Owners Associations website and the CSOA list-serve appear in the new site's main menu. For the benefit of non-CS West members, our new website will also appear as an integral part of the CS Yacht Owners Associations website, replacing the current CS West pages on that site.

Please take a few minutes to explore CS West's new website. Suggestions for improvement welcome.

From our Commodore (continued from front page)

Our Vancouver meeting on 12 Feb will have Owen Lange speak to us about marine weather prediction. He works at Environment Canada and is an author of many books on this subject.

We had considered going to Poets Cove on the Victoria Day weekend (20 - 23 May) instead of to our usual destination, Port Browning. A "straw" vote at the Nov meeting was strongly in favour of Poets Cove. But Mary Ellen's subsequent e-mail survey confirmed that most of you wanted to remain at Port Browning. We have booked Snug Cove on Bowen Island for the July 1 long weekend. And we plan to move from Silva Bay to Telegraph Harbour Marina for a rendezvous on 1 Oct.

In addition, Henry Kuchera is working up plans for a couple of racing mini-rendezvous where CS/Quanta boats can sail against like boats from different start points to arrive at a common destination all at the same time! Also, we have picked Squirrel Cove on 1 Aug and Montague on 27 Aug for mini-rendezvous.

Don has GRAND plans to upgrade the web site. He has already made a big overhaul of the material there, and soon it will be even more interactive. Check it out.....

Carsten has completed his listing of boat modifications. It has been placed on the website to make it easier for you to access and use.

We have obtained chandlery discounts of 10% or more, depending on the amount you purchase, at Waypoint Marine in Sidney (250) 656-2001 - just tell Mark you are a CS owner and you will get the discount. You can benefit from this even when you shop by phone. We are attempting to do the same in the Vancouver area.

Kathie Thompson is updating her insurance article to guide us in obtaining "good", not "cheap, insurance.

Carl Swanson has retired as Port Captain. We will show him our appreciation at the next event he appears at!! Future rendezvous hosts will be asked to assist in the docking arrangements for the rendezvous they are hosting.

Stephanie is looking for you renewal for 2005. Please show us your support by renewing early, and encouraging other CS/Quanta boaters to join.

Tell them that CS West is fun, and great value.

Norm Smyth
CS 36T *Cashelmarra*



Newsletter of CS Yacht
Owners West

Your CS Yacht Owners West

2004-05 Executive

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 - Rod MacDonald (CS 27 *Pincoya*) - I am still sailing and enjoying my CS 27. However, I am also still on my relentless quest for a CS 30. If you are considering selling your CS 30 or know of someone who is considering selling theirs, I would really appreciate hearing from you or them. You/they can contact me by e-mail: rodmac@nanaimo.ark.com or by phone: (250) 753-8711.

Selling my CS 27 - Jeff Frost (CS 27 *Serendipitous*) - I am putting my 1980 CS27 *Serendipitous* up for sale. The boat is moored in Gibsons. Anyone interested can contact me at (604) 202-2966 or jefrost@rec-res.com.

Selling my CS 36T - Brian Clover (CS 36T *Far Fetch*) - Shoal draft, fresh water boat for most of her life with only 1680 hrs. since new. W33 diesel has 275 hrs. since rebuild in 1999. Furling 130% genoa, furling main (North Zip-Stop), cruising spinnaker, dodger & bimini, Force 10 Bar-B-Q, 30 lb. CQR anchor on 130' chain, spare Danforth anchor, two-blade Max feathering prop, spare three-blade Campbell Sailor prop, 40 gal. holding tank with Tanktender gauge and macerator pump, Autohelm 6000 autopilot, VDO electronic compass, Datamarine wind, speed and depth, Garmin 75 GPS with cockpit & chartable mount, 440 Ah. house batteries (4 golf cart, new in '03), Link "emeter", 120 A. alternator, Balmar 3-step regulator, 300 watt inverter, bus heater (cabin heat when diesel is running) Nova Kool refrigeration, custom "Foam Shop" mattress in "V" berth (have original cushions) 11.5' Bombard C2 rigid bottom inflatable (aluminum floor boards) and a 9.8 Nissan outboard ('99). Asking \$89,900. Contact me by phone: (250) 716-1110 or e-mail: sclover@telus.net.

