



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

WINTER
2011
 Volume 13, Issue 5

Commodore's Corner

As 2011 comes to a close I am reminded of the changes that we have experienced in the CS West world. Boats have been bought and sold; some CS owners have moved on to other designs; some are no longer boat owners, which is in itself often bittersweet; some boats remain for sale with visions of sold signs dancing in the heads of their owners. Some CSs have sailed off to points south and west or perhaps they have stayed closer to home. Some haven't moved far from the dock at all.

The organization of CS West has also changed as Mary Ellen Spinar resigned as Commodore after capably leading the organization in various capacities for some years. Barb Giese resigned as Treasurer and Paul Robertson stepped up to take on this role and now we have a second person who has volunteered to relieve Paul given Paul's hectic work and family life. John and Sylvia Taylor have their boat for sale and would very much like to hand off their role to someone else but to date we have no volunteers to take the lead on event organization. Stephanie Greer continues to be responsible for membership and general "people herding" although she also is looking to reduce her involvement. We never have any trouble at all getting help from CS West members when they are at our various events BUT it is a very small core group – actually usually 2-3 people who do all the organization in advance of our rendezvous' and meetings. My New Year's wish is for one or two CS West members to put up their hands and say "Yes, I will take the lead for event organization". Please help me get my wish.

Planning for our February meeting which coincides with the Vancouver Boat Show is proceeding thanks to some of our Lower Mainland based members. A speaker has not yet been confirmed and we will be sending a request for suggestions.

Craig and I wish everyone a very Happy Holiday Season and a fantastic 2012 Boating Year.

**Plan now
to attend the**

**Vancouver Dinner
Meeting-RVYC
&
Boat Show
2/11**

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CS West SNSYC Dinner Meeting November 5, 2011

Our fall dinner meeting at the Sidney North Saanich Yacht Club was held on November 5th, 2011. Thirty-eight people attended. CS boats represented were *Carriad* (27), *Cashelmara* (36), *Deckadance* (33), *Farfetch* (36), *first morning* (33), *Heron* (36), *Inishmor* (36), *Lollipop* (Q28), *Minnedosa* (36M), *Musashi* (30), *Nikik* (30), *Quantum Leap* (Q28), *Rosmond* (36), *Sloop Therapy* (33), *Summer Snow* (36), *Trelawney* (36), *Secondwind* (36), and *Wind Dancer* (36).

Graham and Nancy Williams were the event organizers and arranged the dinner and speaker. Norm Smyth led a dozen members on a tour of the Shaw Ocean Discovery Centre in the afternoon. After happy hour, we had a delicious and filling “family style” dinner.

Alison Meredith, our Commodore, encouraged members to get involved on the executive to help CS West to continue running smoothly and spread the work load. Ken Carey volunteered to take over the role of Treasurer next year.

Ted Burgoin (*Nikik*), a new member from Calgary who had made a quick trip over from Vancouver to attend his first meeting, was introduced.

Graham Williams introduced the speaker, Rick Searle from the University of Victoria and Oceans Network Canada. Nancy later thanked him. Rick was a lively speaker. He talked about the Venus and Neptune projects and the state of our oceans.

The oceans have been far less studied than outer space but are essential to our survival. They are threatened by pollution, destructive drag net fishing and overfishing, garbage etc. Acidification is increasing threatening shellfish and coral reefs. There are immense islands of floating garbage. Marine life is being killed by consuming plastic particles. There are dead zones where there is not enough oxygen in the water to sustain life. Whales have to “shout” to be heard over the noise of tanker traffic. Oil spills cause lasting damage. Unless the world leaders pay attention to the state of the oceans and take action soon, it will be too late to save our oceans. As boaters, we can help by reporting tar on beaches etc.

After more socializing and boat talk, the group broke up –until next time.

Stephanie Greer
Membership Secretary



**CS West Sidney Fall Dinner
November 5, 2011**





TRAPPED ! *By Ted Burgoin*

One of the things that prompted me to join the CS group recently was that I had been "googleing" something about the CS and ran into the posting on the CSOA yahoo groups website. There was a bit of a thread about that the purpose of the wire frame rack down in the lazarette of the CS30 was to hold the companionway hatch boards. Wow!! The rack had been used by the previous owner of my boat to store some cheap plastic blow-up air mattresses that I had absolutely no interest in. I had no idea that it actually served a useful purpose so just a few weeks earlier I had removed this "useless piece of junk" and it was sitting in my garage next to the trash can.

I was out in Vancouver on business last week just before the CS group's dinner in Sydney so stayed on the boat at it's mooring in Point Roberts. I had some time on the Saturday morning prior to catching the ferry over to Sydney so I wanted to re-install the rack and see how it worked for storing the hatch boards. I squeezed down into the lazarette beside the cockpit..... very inhospitable place, difficult to squeeze thru the opening (need to lose a few pounds I guess) and once down inside "the hole" there is no place to support yourself. You get wedged in between the side of the boat, which is at about 45 degrees at that point and the vertical side of the fuel tank. Both the legs and back have about a ten minute maximum endurance time before the aches and pains department has had enough. With each little movement you slip down and get more wedged in.

So, I've got the rack re-installed, taken some measurements for another project, had a good look at things down there, hit my endurance limit for pain and it's time to get out. I reach up to the lip of the hatch frame to pull myself out and gave a good pull. The lip of the hatch frame seems to move slightly..... strange I thought, it shouldn't do that. My understanding of this strange feeling was enlightened after about a heart-beat and a half when the lid of the lazarette came crashing down with a loud bang. Seems that I had reached a bit too high and had grabbed onto the flange of the open lid instead of the flange of frame and had pulled the lid over just enough for gravity to intervene on behalf of "Murphy"!

I had never really taken much notice of the clasp on the lazarette before, but it seems that if you drop the lid closed, the clasp on the lid goes over the hook part on the cockpit side wall preventing the lid from opening ---- especially if you're on the inside. I push on the lid..... it doesn't open. I bang it up and down with increasing intensity in the limited amount of play that the clasp allows, expecting it to spring open..... it doesn't. Seems that no matter what I do, I can't get the damned lid to come free and open. It's really dark down there with the lid shut.

Resigned to the fact that I'm stuck in there and the lid can only be opened from the outside it becomes clear that I need assistance. I begin to yell "HELP" at the top of my lungs and bang with my clenched fists on the side of the boat. There's no response..... of course there's no response, I've been out there for 3 days and only seen a couple of people on the dock the entire time..... I stop yelling, it's futile. I had talked to the night watchman the day before who said he walked every dock once each night..... wonder what time he comes around? Wonder how you figure out when he is actually walking by? Did I mention how dark it is in there with the lid closed.

I started thinking about when I was going to be missed..... Shit! The guys in the office don't expect me back until Tuesday or Wednesday..... actually they really won't miss me 'till the 15th (payday). What was Saturday?... the 5th I think. I started thinking about how only just twenty minutes earlier when walking down the dock I'd put my hand in my pocket and found 1/2 of a chocolate bar and, although I wasn't the least bit hungry, I had it in my hand so I ate it..... bad mistake, I'm going to need that. Overhead, I can feel the ends of the long line of 1/4" bolts that secure the jib track to the deck above. Did I mention how dark it



is down there with the lid shut. Each bolt end has a drop of condensation on it, which just moments earlier had been so annoying as they dropped off and ran down my neck. I wonder how many drops per day are required to sustain life.

After about a half an hour or so, my eyes started to get accustomed to the slightest amount of light that seeped in around the lazerette lid. About eight inches in front of my nose I can see two small shiny out-of-focus objects. I reach up and touch one of them and find it to be a nut.... it turns freely by hand and even better it's the nut on the back of the hook for the clasp. I carefully twist the nut hoping it's the nut turning on the bolt and not the bolt turning in the hole. After several turns the nut drops off in my hand. I had deliberately completely removed the first nut before even touching the second nut knowing that it would be way too much to ask for to have both nuts loose enough to get them off. Clearly this was just Murphy having another practical joke at my expense. So...., the second nut comes off as well, I can't believe my luck. I promise never again to criticize the former owner for his poor maintenance practices in fixing the little things.

I push on the ends of the bolts and press both of them thru until they're flush with the fibreglass surface, then start pushing up on the lid... nothing happens. I bang the lid up and down against the clasp expecting the bolts to work their way out.... they don't. Nothing I do seems to make the bolts move any further thru the holes. I start feeling around for something to push the bolts thru out of their holes.... what an awkward space to try to find something in. Finally I feel my pencil which had fallen down and rolled under the fuel tank. Note that I said pencil and not ball-point pen. I have one, yellow, wood/lead HB pencil to get two bolts pushed out without breaking the lead. What are the odds? Well, I'm here writing this aren't I.

I told this story to someone at the Saturday evening dinner whose immediate response was "Why didn't you call someone on your cell phone?" Gee, I really never thought of that, although I think my cell was on the charger in the cabin at the time. With my luck even if I had it, I would only have reached someone for just long enough to say hello before being disconnected for the poor cell coverage at Point Roberts or the battery died.

Ted Burgoin, (Nikik CS 30)

New Members

Here are our new members:

Bob and Elizabeth Hodgson. *Curlew* (33) Comox Municipal Marina curlew@shaw.ca

Ted Burgoin, Calgary. *Nikik* (30) at Point Roberts ted@aerodesign.ca



Classifieds

Hello Friends.

Sadly, our beloved CS 36T "Cashelmara" is for sale. The price is reduced by \$5,000 until 31 Dec 2011 exclusively for CS West members.

Details are in the attached document and on the web at <http://www3.telus.net/public/smyth/> select "Cashelmara.doc".

Cheers

Norm

This winter I will be repowering my CS 36T and selling my W30 (minus transmission/v drive). It can be seen cold starting and running in the boat.

This is not a rusty poorly maintained engine! It has 2500 hours and extras such as a remote CAV filter conversion unit to racor spinoff, custom air filter box, 90 amp alternator, 2010 recalibrated injectors, etc.

Along with this engine I have in storage another bobtail engine that was purchased as a spare. It was disassembled/reassembled by a professional mechanic, and reconditioned where needed. In addition I have numerous rebuilt spares and extra parts to keep anyone going for years. Rebuilt items are mechanical fuel pump, high pressure fuel pump, jabsco raw water pump, starter. Spares are W30 engine gasket kit, heat exchangers for engine and transmission, engine water pump, injector nozzles, new water pump impeller, Stewart Warner gauge package, etc.

Ron 250-715-0568 (Maple Bay, B.C.)



CS West Telegraph Harbor September 9-11, 2011

The CS West Fall rendezvous was held at Telegraph Harbour on the weekend of September 9 – 11. The attendance was lower than usual and although we missed seeing some of our CS West friends, we had a lovely weekend in the scorching hot weather that is more commonly seen in August. It was a thrill to finally be so warm.

Will synchronized swimming become a future scheduled event? A small but enthusiastic group went swimming after a “hotly” contested Bocce tournament. We were surprised to find out that our bocce trophy is a valuable piece of crystal. The annual winners will keep it safe for next year’s competition. Perhaps we will need a second trophy for an annual synchronized swimming competition?

Graham Williams lead a discussion about essential equipment and supplies required for our boats. CS boat owners are a knowledgeable and experienced group and there was a lot of information shared amongst everyone.

We have always known that Thetis Island is a lovely place for our rendezvous and this year we discovered another reason to appreciate the island. One of our attendees was overcome by the heat and after being assessed by the Island First Responders it was determined that she should be taken to hospital. She was evacuated by water taxi and two of her friends followed by car and ferry. They were provided with vouchers for a hotel room and ferry fare by the Thetis Island Community Association. What a generous and kind gesture to strangers to the island. CS West has since sent a donation to the association as a thank you for their kindness.

We were also pleased to see Ray Wall and his son Peter aboard Lollipop. Peter spent a long time with Sue Hoover helping her determine the source of her leak. Thanks Peter and thank you Ray for sharing your wealth of knowledge.

Thanks to everyone who made this rendezvous such a success. Everyone pitched in as required and there were a lot of laughs in the process. Mary Ellen Spinar was a superb organizer and her final job of the weekend was to book us for the same weekend next year at Telegraph Harbour Marina.



CS West Telegraph Harbor September 9-11, 2011





CS West Winter Meeting February 11, 2013

Our winter meeting will again be held at the Royal Vancouver Yacht Club on February 11th to coincide with the Vancouver Boat Show. More details will be forthcoming so stay tuned!

BOAT SHOW INFORMATION

February 8 to 12, 2012:

BC Place & Granville Island Maritime Market and Marina

Wednesday to Friday

11am to 9pm

Saturday

10am to 7pm

Sunday

10am to 5pm

The in-water venue closes daily at 5pm.

Shuttle Bus

FREE shuttles run continuously between the BC Place and Granville Island Maritime Market and Marina.

\$15: General Admission (17 to 64 yrs.)

\$13: Senior Admission (Ages 65+)

\$25: Adult Two-Day Pass (17 to 64 yrs.)

\$22: Senior Two-Day Pass (Ages 65+)

FREE Kids (16 yrs. & under), when accompanied by an adult

Admission includes the indoor show at BC Place and the In-Water venue at Granville Island Maritime Market and Marina; shuttle bus between the two locations; FREE boat rides; access to unbiased experts at the Discover Boating Centre; seminars; and all special show features.

You can also save \$3 if you buy your tickets online before 2/8/2013.



Your CSYacht Owners West 2011-12 Executive

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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 (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.

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

