

# THE BEACON



SAANICH PENINSULA SQUADRON



"PROMOTING SAFE BOATING THROUGH QUALITY EDUCATION"

AUGUST / SEPTEMBER 2008



P.O. Box 2122, Sidney, BC V8L 3S6  
A Unit of Canadian Power & Sail Squadrons  
Vancouver Island South District

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**"Out of sight of land the sailor feels safe.  
It is the beach that worries him."  
~ Charles G. Davis**



# THE BEACON



Volume 38 Number 5 August / September 2008  
**The Official Newsletter of the Saanich Peninsula Squadron**  
 A Unit of Canadian Power and Sail Squadrons

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Special Events	Cynthia Funnell	655-4442	<b>Special Events</b>
Auditor	TBA		

**\*All email addresses are [@sppss.org](mailto:@sppss.org)**

Meetings of the Squadron Executive Committee (the Bridge) are normally held on the **third THURSDAY** of each month at 1900 in the Sidney North Saanich Yacht Club, except in July, August, and December. All members of the Squadron are welcome to attend.

**The Beacon** is our official newsletter. We also maintain a website [www.sppss.org](http://www.sppss.org). We suggest you check the site regularly for notices of upcoming events, stories, classified ads, etc. or to download **The Beacon** electronically. If you would prefer to receive notice of when this newsletter is available on our website and wish to be taken off our postal mailing list, please contact the editor, [editor@sppss.org](mailto:editor@sppss.org)



## CALENDAR OF MEETINGS:

September 18th - Bridge meeting at Sidney North Saanich Yacht Club at 1900hrs. All are welcome.

## CALENDAR OF EVENTS:

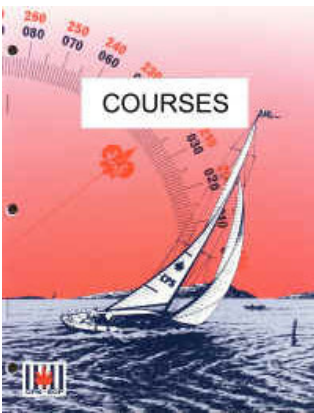
August 16<sup>th</sup> - Unit 36 (Sidney) and Unit 31 (Brentwood) of the Canadian Coast Guard Auxiliary are willing to devote a training session to a Joint Exercise with Saanich Peninsula Squadron!

Commencing at 1400 hours (2:00 PM) at or near the port-hand day mark on a piling just west of the Swartz Bay ferry terminal. Contact Stephen Denroche, Port Captain [portcaptain@sppss.org](mailto:portcaptain@sppss.org) 652-1715 to be involved.

September 13<sup>th</sup> – Annual Squadron Picnic/BBQ & Swap Meet! – stay tuned for further details or contact Cynthia Funnell for more information: [specialevents@sppss.org](mailto:specialevents@sppss.org)

October 30<sup>th</sup> – Joint Speaker Series – Squadron member Cliff Cunningham about his cruise(ship) to the Antarctica! At Sidney North Saanich Yacht Club. The lectures usually begin at 1930. Please call the SNSYC at 656-4600 for more information.

## BULLETIN BOARD: COURSES:



September 9<sup>th</sup> – Boating course begins

TBA – Celestial Navigation course

TBA – Piloting course

December 16<sup>th</sup> – Marine Radio course begins

Contact Registrar Richard Ludwig [registrar@sppss.org](mailto:registrar@sppss.org) or register online - <http://www.sppss.org/registration.htm>

**REMINDER** – By September 15<sup>th</sup> 2009, the Pleasure Craft Operator's Card will be mandatory for all persons operating a motorized Pleasure Craft in Canada.

Remind your friends and family members who have not obtained theirs yet. The PCOC can be taken in conjunction with our Boating Course. Visit our national website for more information: [www.cps-ecp.ca](http://www.cps-ecp.ca)

For those of you who already carry the PCOC, why not take some more courses to challenge yourself and gain more boating knowledge?! Go for it! You'll be glad you did!

## "SMALL BOATING BITS AND IDEAS"

The law rears its ugly HEAD for boaters. It doesn't really matter if it's the law or not, there is simply no excuse not to have a working head and holding tank for all anchorages. If you doubt it, consider lovely warm Tod Inlet with many swimmers, with one boat flushing it's owners' poop into the water. Now consider 40 or more boats doing the same. Yuck!

So what's the scoop on poop? With all the boating magazines offering long winded very complicated suggestions, this may be a simpler solution. All you need is 12 power, an intermittent switch, #10 gauge marine wire, a macerator pump, hoses and clamps, through hull fitting, and a Sealand Porta Potti.



We have one on our current boat and had them on two others. They work, they are simple, easy to install, easy to use, easy to empty, and they don't stink. They are probably the cheapest legal head available.

If you are interested in more information, I would be pleased to e-mail pictures of an installation, and some tips on DIY. I can be reached at [secretary@spps.org](mailto:secretary@spps.org).

Bill Miller

“Head” mechanic of Charlotte Time

 **REPORT ON THE JULY 5TH  
COMMANDER'S SAILPAST** 

We started to gather at Genoa Bay Marina about 1400 hours. The weather looked gloomy over Cowichan Bay, but as we chatted on the dock, the skies cleared, and it looked fairly promising. One by one, members started to arrive, and finally Ralph's sailboat motored into Genoa Bay. Tony, Bryan and Bente drove around to join us, and they were invited onto boats for the fun.

We gave Ralph time to set his anchor outside the bay, and at 1500 hours we headed out. Minutes before the first boat passed by him a short squall blew through, and then we paraded past 'SV Smiling Seagull', dipping the flag & saluting our new commander, with his wife Joyce, and dog Jake, his crew.



After a fun visit and Happy Hour on the dock, we moved up to the Genoa Bay Café at the end of the ramp, for a wonderful dinner and evening of visiting and laughter.

Attending this annual squadron event were:

- ~ Dave & Irene Campbell aboard 'MV Linger'
- ~ Jiri Kotler aboard 'SV Captain Morgan II', with guests Bryan & Bente Atkinson
- ~ Stephen & Marjorie Denroche aboard 'MV Magic Mist'
- ~ Cynthia & Richard Funnell aboard 'MV Sea Scooter', with guest Tony Kluge
- ~ Gay & Bill Miller aboard 'MV Charlotte Time'
- ~ Commander Ralph & Joyce Hodd aboard 'SV Smiling Seagull'

For those who missed this year's sailpast, do think about attending the next one. It is a great opportunity to meet members and participate in a fun squadron event.

Submitted by P/Cdr Gay Miller



"Happy Hour on the dock" - photo credits: Cynthia Funnell



Picturesque Genoa Bay Marina  
photo credit: Tony Kluge



Tony dipping the flag on  
MV Sea Scooter  
photo credit: Cynthia Funnell



Above: MV Magic Mist  
salutes Commander  
photo credit: Tony Kluge



Right: SV Captain Morgan II  
parading  
photo credit: Tony Kluge



MV Charlotte Time salutes  
Commander  
photo credit: Tony Kluge



Cynthia & Richard on  
MV Sea Scooter  
photo credit: Tony Kluge

Editor's note: Kathy submitted this article for the last Beacon but low and behold we had a lot in that issue and couldn't publish it, thus here it is in its entirety, thanks Kathy!

## **MY FIRST EXPERIENCE RACING!**

Imagine getting a call on Thursday night May 15 to join the crew of a Grampian 26 in the Round Saltspring Island (RSI) race to take place on May 17 and 18! I immediately accepted, even though I had never been on the boat, did not know the crew at all and had never raced in my life!! However, the skipper Will Nesling had raced a Shark out of CFSA and had what turned out to be a well-deserved reputation for being an excellent light airs sailor.



Will had bought the Grampian "Circles" earlier in the year after looking for something with a bit more headroom and had just spent six weeks taking down the hull to gelcoat and finishing it and bending on brand new sails. He and his sailing buddy Ray were hoping to enter this big race and see how the boat handled. Unfortunately, Ray was scheduled to work on Sunday so was not planning on completing the race, and due to the intervention of one of my Grampian buddies, my name was put forth as a possible candidate for crew.

After packing my spinnaker, extra flares, rain gear and my sleeping bag, I decided it would be better to meet up with the boat on Friday night rather than Saturday morning. Since BC Ferries had put on an extra sailing that Friday night, I made the 7:30 ferry to Fulford Harbour and good luck still followed as I actually managed to get a ride for the heavy duffle bag and me to the Sailing Club at Ganges. The boat and crew showed up around 9:30 p.m. and after a quick orientation, we got a little bit of sleep on Circles rafted out two boats at the end of the dock. Ray was supposed to go home the next morning, but I managed to twist his arm to stay for the race. Will ensured that we would do whatever it took to make sure Ray got to work on Sunday, even if it meant dropping him off at Swartz Bay on the way around.

The next morning was the Skippers' Meeting and the course was called to go counter clockwise around the Island, apparently because of the tides that day. We had a staggered start with just enough wind at the start to get the 110 boats more or less across the start line in decent shape. It was my first time at the tiller with this many boats all in very close proximity and while we didn't want to be too far behind the start line, we also didn't want to have any "close encounters" with anyone else.



We made a decent start at 1015 hours and then the wind promptly died! It took us an hour and a half to make it out of the harbour and we were one of the few boats in the Non-Flying Sails division, which meant we did not fly a spinnaker. The very crisp shiny white main and jib worked well, but the skipper had a trick up his sleeve, which served us very well. In the light airs as we transited north through Trincomali Channel, we poled out the jib with the whisker pole, as was allowed in the rules. Even when we were wing-on-wing, this worked very well as we were able to garner the last little puff of whatever light airs were available. We crawled our way up to Southey Point in time to see a boat ahead of us come to a staggering sudden halt as they obviously “found Canada”. Apparently no serious damage was done as they got off on their own and continued on in the race.



Once we rounded Southey Point, the wind freshened just enough to fool us into thinking we might actually have a nice sail down to Sansum Narrows. It died off just north of Vesuvius and while some boats next to us were actually going backwards, the skipper again managed to make the little red boat gain some headway. Luckily, Ray was the “foredeck” guy who slung the whisker pole from side to side to catch the fluky winds and Will certainly lived up to his reputation as a light airs sailor. As the pack we were in approached (Tomb Island ?? I don’t have my charts here to get the correct name) in Sansum Narrows, all of a sudden a williwaw caught us and we were rail-under for a VERY EXCITING sail, all in close proximity, all sailing for all we were worth!!

It was exhilarating and luckily I had a great view as the skipper took the tiller for this and was barking directions to Ray, who was tending the car for the mainsail.

We had hoped to get through Sansum Narrows in daylight (it was now around 7 p.m.), which we did. However, Ray was still concerned about work, but it seemed that this race might finish in decent time, not the 20-hour endurances I had heard about in previous years. However, Mother Nature rules all and we hit the “Fulford Hole” just as darkness set in.

Fortunately there was a big bright full moon that night, so we were able to just barely discern the cat’s paws of wind, which had once again died down. We managed to claw our way past the “Fulford Hole” by staying offshore and found a few gusts to make our way towards Ganges. As the night wore on, we picked our way through crab traps and a few sailboats motored past us. We were not sure if they were racers who had given up or just weekend sailors who wanted to get in.

As we approached Ganges, we could see quite a few stern lights ahead of us that we could pick out of the shore lights now. It was approaching midnight and we had no idea where we were in the pack, as the radio had been very quiet and we just assumed we were probably at the end of the pack. However, the radio started to come to life around 0015 and we realized we were not that far behind the rest of the boats! This gave us a nice little morale boost and we crossed the finish line around 0110, a very decent time by all respects. We also managed NOT to snag a crab trap, unlike my friends in their Cal 30, just metres away from the finish line.



This is Kathy's Grampian sailboat,  
"SV Traa Dy Liooar" (personal photo)

We had no idea how we had finished, as our total elapsed time was 15 hours. We had a quick drink and crashed for a couple of hours, as Ray and I had to make the 6:15 ferry out of Fulford to get him back for work in Victoria at 8 a.m. We made that journey, even with a stop in Sidney for coffee to go and I delivered him to work with 15 minutes to spare! I went home and immediately crashed for a couple of hours of sleep.

We had "abandoned" the skipper to bring Circles back to Esquimalt by himself on Sunday, which he did and discovered that "we" had finished 6th overall, corrected time, out of a field of 102 boats who finished the race and that he was second in the NFS division! Needless to say, he was very excited when he phoned to tell me the news!

So, even though Grampians were not specifically designed for racing, they apparently can perform very decently with a shiny clean bottom and an experienced skipper at the helm. I am not hooked on racing, though; I think I am destined to be a cruiser. It was a great experience and I am very glad I got the opportunity to do such a classy race as this one. Whether it is across the Atlantic or around Saltspring, GET OUT THERE and do it!!

Submitted by Kathy McDougall

RSI 2008 logo and SSI chart – credit <http://www.saltspringsailing.ca>

## EXPERIENCE OF A SHIP'S LIASON - TALL SHIPS FESTIVAL EVENT – JUNE 2008

Tall Ship's Festival: what an experience! There are so many different aspects that I could touch on as I write this, including what it was like to be a volunteer Ship's Liaison Officer, what it was like to sail on a tall ship in the Parade of Sails, what it was like to simply be part of a highly successful, exciting event that I wouldn't hesitate to be part of again.

Without doubt, the "job" had its challenges. A certain amount of confusion and disorganization is to be expected when hosting an event of this magnitude, so as the coordinators emphasized at the orientation meetings, "flexibility" was our mantra. Case in point: we awoke on 'Parade of Sails' day to heavy winds and choppy waters, with the Navy RHIBs refusing to take the Ships Liaison Officers to their respective ships due to safety concerns. Fair enough, but that left our assigned ships with no-one to guide them through the parade schedule, and no-one on board with local knowledge of Victoria's Inner Harbour and environs.

Thus began our quest to find alternate means of getting to our ships. For me, it meant hopping a ride out to Fort Rodd Hill, and "thumbing" a boat ride to my ship, anchored somewhere in Esquimalt Harbour. And the kind souls who gave me that ride? The crew on board Niña, a replica of the 15th Century Caravel Redondo on which Columbus sailed across the Atlantic.

From the Niña, I jumped ship to my assigned boat, Mycia, a hand-built, 73' gaff-rigged schooner out of Sitka, Alaska. The captain and crew raised anchor, and we were sailing. The strong winds that had very nearly prevented me from reaching Mycia in the first place, instead made for a fabulous sailing experience that morning, as we tacked and jibed back and forth across the entrance to the harbour for the viewing pleasure of all on shore.



Photo credit: Laura Parker

And in fact, for my own viewing pleasure too, as I had the opportunity to see some amazing tall ships under full sail, up close and personal. It was a great start to a great weekend!

The Maher family (owners of the Mycia) were very welcoming and very friendly, not only to me and my Co-Liaison Officer, but to all the visitors who stepped aboard their ship that weekend. I thoroughly enjoyed the whole experience, and would happily do it all over again!

Submitted by Annemarie Middleton

Although Annemarie doesn't own a boat yet, she is an avid sailor and has lots of racing experience too!

## **MYCIA INFORMATION** courtesy of <http://sailmycia.com/>

“The Mycia is a hand-made, wooden, gaff-rigged, American sailing-fishing schooner, approximately 73 feet from bowsprit to stern with a 16 foot beam and 9.5 foot draft. Built entirely by hand in the Pacific Northwest, the Mycia was designed and lofted in Port Townsend, Washington, by Jim Franken and Robert Prothero at the Northwest School of Wooden Boat Building in 1981. Assembly began in the Maher Family's backyard after ten years of stockpiling materials.”

## **A FEW TALL SHIPS 2008 FAQs** courtesy of <http://tallshipsvictoria.ca>

”What are Tall Ships®?

Tall Ships® are sailing vessels that are traditionally thought of as the old square-rigged sailing ships like those seen in pirate movies. However, to be more precise, the Tall Ships® that will come to Victoria are boats that are fore and aft-rigged, as well as the traditional square-rigged ships. The vessels will range in size from 40 feet to over 300 feet.“

“Who is producing the Victoria Tall Ships Festival?

The Festival is produced by the Victoria Tall Ships Society, a registered non-profit society.”



“I must go down to the seas again,  
to the lonely sea and the sky,  
And all I ask is a tall ship  
and a star to steer her by...”

"Sea-Fever" by John Masefield (1878-1967).

For complete poem, go to Editor's Comments, page 18

## SAILING WITH THE TALL SHIPS! TALL SHIPS FESTIVAL JUNE 2008



We had attended the last Tall Ships festival held in Victoria in 2005. I was in awe at the immensity of many of the ships and the endless rigging and sails to power them! I wandered about imagining what the conditions on ships like those and ocean crossing must have been like hundreds of years ago.



Due to the throngs of people we were not able to go on many of the ships unfortunately, but still enjoyed it all nonetheless. This year, however, we decided to go again -but this time we chose to view the ships first-hand - out on the water!

Our plan was to just bob about off the breakwater and watch the ships as they assembled and paraded in to the Inner Harbour. The wind and the sea state beckoned us out into the Strait to sail – we are sailors after all!! And what fine sailing we did!!

We decided that Thomas, my partner, would skipper and man the helm and the sails while I take pictures (starboard). A friend from San Juan Isl. joined us (in companionway) and took pictures as well. Best we all focus at our own tasks at hand than try to do everything – though we were standing by in case the skipper delivered any orders to crew!

photo credit: Annemarie Middleton

It was great to see Annemarie out there – we waved excitedly and took pictures of each other!

We sailed right with many of the ships – all ship's crews waving and shouting salutations to each other! You can see we had our main reefed in and we were still slicing through the water between 6-7knots. Thomas said it was some of the best sailing he has experienced! He did some amazing manoeuvres out there coming along side on their various tacks.

Surprisingly there weren't many other boats out there – probably just as well as it could get quite congested out there especially if some boaters didn't practice safe boating and actually get in the way of the ships.

We were also surprised at how long the ships stayed out sailing – we think they were having too great a time and didn't want to go in! They were supposed to parade in at 1200hrs but didn't start until after 1300hrs!



The Skipper and crew,  
With The Bounty behind

What an amazing experience to have sailed with the Tall Ships!

Submitted by Laura Parker  
with personal photos



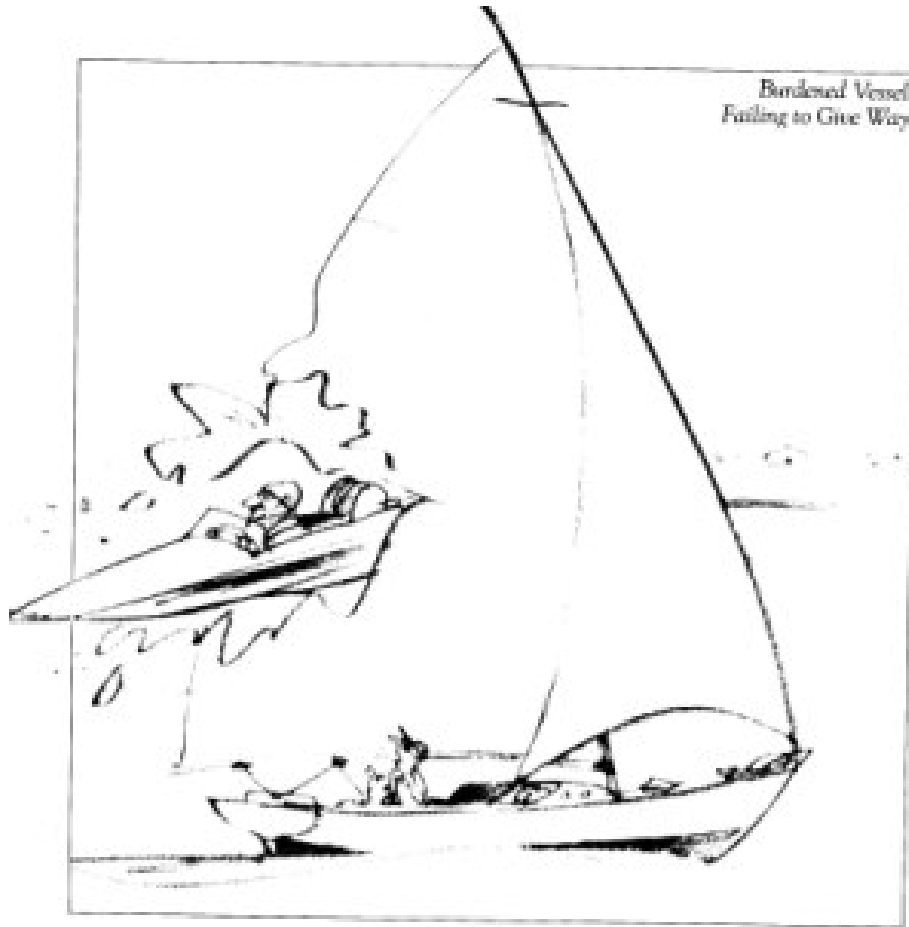
Annemarie on Mycia



Amazing Grace gaining on Serendipity



The HMCS Oriole, the Pacific Swift, the Maple Leaf, and the USCG Eagle

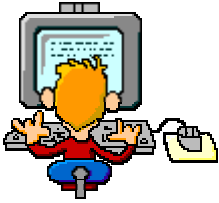


”Burdened Vessel: The boat which, in a collision situation, did not have the right-of-way. Privileged Vessel: The vessel, which in a collision was “in the right”. If there were witnesses, the owner could bring an admiralty court case – known as a “wet suit” or a “leisure suit” – against the owner of the other boat, and if he proves “shiplash”, he could collect a tidy sum.”

Cartoon credit: p19, “sailing. A Sailor’s Dictionary”. By Henry Beard & Roy McKie

sail·ing, 1. n. the fine art of getting wet and becoming ill while slowly going nowhere at great expense.

## EDITOR'S COMMENTS:



What a fine summer it has been for being out and “aboat” our fine cruising grounds. Hope you all have had an enjoyable and safe summer boating season. Let’s hope the fine weather continues on into Fall for an “Indian Summer”. Thank you to those who took the time and interest to submit information and articles for this issue.

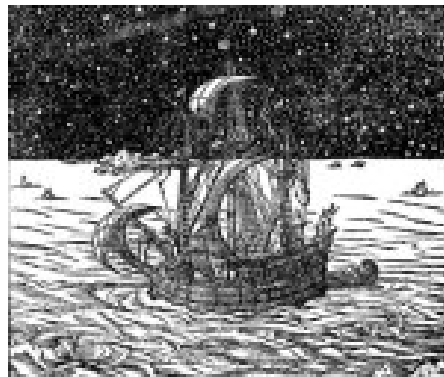
Safe boating! Laura Parker, Editor, [editor@sppss.org](mailto:editor@sppss.org)

From page 14, here is the complete poem “Sea Fever” by John Masefield, (1878-1967):

“I must go down to the seas again, to the lonely sea and the sky,  
And all I ask is a tall ship and a star to steer her by,  
And the wheel's kick and the wind's song and the white sail's shaking,  
And a grey mist on the sea's face, and a grey dawn breaking.

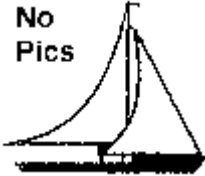


I must go down to the seas again, for the call of the running tide  
Is a wild call and a clear call that may not be denied;  
And all I ask is a windy day with the white clouds flying,  
And the flung spray and the blown spume, and the sea-gulls crying.

I must go down to the seas again, to the vagrant gypsy life,  
To the gull's way and the whale's way, where the wind's like a whetted knife;  
And all I ask is a merry yarn from a laughing fellow-rover  
And quiet sleep and a sweet dream when the long trick's over.’





## CLASSIFIED:

<p>No Pics</p> 	<p><b>FOR SALE: SAN JUAN 24 sailboat.</b> Thorough re-fit, 4 sails (2 new), Bruce anchor with chain &amp; line, DS, VHF, battery, compass, Evinrude Yachtwin OB, dinette, Porta potti, sleeps 5, moorage available. Lovely condition, fun to sail! \$8,800 obo 250 656-2489</p>
<p><b>FOR "SAIL": PRICE REDUCED!</b> <b>Martin 29 sloop.</b> Fibreglass hull. Furling genoa. Yanmar 12 hp diesel. Sleeps 4 adults. Propane galley stove. Depth sounder. Surveyed in 2005. Ready to sail. Moorage available. <del>\$22,500</del> <b>\$17,500</b> or best offer. More pictures available on request. Call Tony 656-7032</p>	
	<p><b>FOR SALE: PRICE REDUCED!</b> Resembling a Chris Craft boat... <b>1965 26ft. Brandmayer Express Cruiser, \$10,000</b> <del>\$8,000</del> <b>\$7,500.</b> Ford 390 – shaft drive, FWC, keel cooler, natural gas stove, holding tank, good Furuno D/S, new GPS chart-plotter including Achilles w/3.3 mariner. All safety equipment, dishes, pots and pans, etc. Discounted moorage available. Call Ray Scott 656-4828 or email him <a href="mailto:scotre@shaw.ca">scotre@shaw.ca</a></p>
<p><b>FOR SALE: Standard Horizon CP170C plotter with manual and C-Map M-NA-C604.05 chip</b> (covers Puget Sound to just east of Nanoose Bay, Sechelt and half way down Juan de Fuca Strait); asking \$150 for both. Demo possible on request. Please call John Hudson 250-655-3653.</p>	

Please advise [editor@sppss.org](mailto:editor@sppss.org) if wanting to place an ad and also when your article has sold or been taken off the market.

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