

ANCHORLINE

Silva Bay Yacht Club Newsletter - October 2016 edition

www.silvabayyachtclub.com



COMMODORE'S CORNER

First and foremost in the Commodore's Corner this month is the work of the 2016 Nomination Committee. All club members have received an e-mail detailing the positions we need to fill. We have had some responses and they are gratefully received. Having new Executive Members benefits the club with new ideas and fresh enthusiasm. Your present Executive has realized some Executive positions involve more work and time than other positions. To ease the workload we have spent considerable time creating committees that permit an Executive Member to delegate some of the workload out to the committee members. Each committee member brings enthusiasm and new ideas to the Executive Member who, in turn, brings the ideas to the Executive.

To Complete this years Executive we are looking for a Vice Commodore, a Fleet Captain, a Social Director, a logbook editor and we could also use a Secretary to lighten the load of our Anchorline Editor. If an Executive Position is not in your "bucket list" then consider being on the Cruising Committee or the Social Committee. If you're not sure what is entailed on the Executive or on a committee but would like to become involved in the running of the club please e-mail me at commodore@silvabayyachtclub.com. I look forward to hearing from you.

Moving on, our voices were heard at the federal level with regards to the derelict Vicki Lynn II in Ladysmith Harbour. The Vicki Lynn II is now in the process of

being dismantled and sold for scrap. The moving of the Vicki Lynn II is an indication the government is going ahead with developing policy to deal with derelict vessels that is good news.

Our next major club event is the AGM and annual Christmas Party on Nov. 29 at the Silva Bay Pub. Yes, we have business to deal with but we keep it as short as we can. Vice commodore Jill Haines will be setting a special menu for the dinner, the pub will be decorated, we will have a gift exchange, a 50-50 draw and food bank collection boxes. Please watch your e-mails and our website for more information.

A final topic, if you used one or more of our reciprocal docks this year, please drop a line to Staff Captain Paddy and let her know where you went, how you were received and how you enjoyed the experience. Paddy can be e-mailed at reciprocal@silvabayyachtclub.com

Safe boating

Ian Waymark, Commodore

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EMPTY NESTERS' CRUISE : AUGUST 27 - SEPT 17

Jill Haines, Vice-Commodore

This cruise got off to a windy start. *Bela Vida*, *Salish C*, *Hagar 3* and *Sounder* were delayed leaving Silva Bay for Pender Harbour on Saturday Aug 27 due high winds in Georgia Strait. The four boats finally made Pender Harbour late in the day. Sunday, the group tried to continue north, but decided to turn back to Pender Harbour due heavy seas near Cape Cockburn.

A happy hour was hosted by *Sounder* so everyone mellowed out from the day's rough water. Monday water conditions were excellent and we decided to travel all the way to Grace Harbour in Desolation Sound where we met up with *Shadowfax* and *Sea Puppet*, who were already there.

The next day it was on to Refuge Cove for 2 nights. Here we were able to re provision, shower, laundry etc. Some members had pizza or hamburgers at the Boardwalk cafe. The next morning a pancake potluck breakfast was held on the dock. Pancakes provided by Ian were delicious as usual.

From Refuge it was onto Roscoe Bay which was to be for two nights, but everyone liked the anchorage enough to stay for 4 and bypass Prideaux Haven. The weather was mixed at this point with cloud, sun and some rain. We did hike into Black Lake, but the only one to go swimming was Darrel who said the Lake was reasonably warm despite the cool weather. Happy hours were hosted by *Hagar 3* and *Sounder* on different evenings providing good companionship. The entry and exit to Roscoe Bay was done at mid-tide so careful navigation was required by *SV Shadowfax* and *SV Sea Puppet* crossing the bar at the entrance.

The trip from Roscoe Bay to Gorge Harbour was a bit rough near Sutil Point due to strong southeast winds but all made it to Gorge.

Shadowfax left us at Roscoe Bay to return home so had a fairly rough trip to Sturt Bay on Texada into the Southeast wind. At Gorge a chowder cook-off was held and everyone felt all entries were so good a draw was held and the winners were *Salish C* and *Sea Puppet*. A potluck dinner was also held one night and due to cool weather was hosted by *Sounder*.

We moved on to Von Doop Inlet with cool and rainy weather. Ian decided to go on a shore hike with Darrel and his dogs and returned to a bit of an issue with *Salish C*. The stove had caught fire and Dennis responded to her radio call for help and was able to assist Paddy in extinguishing the fire. Ian will be providing more details. With the excitement over we left the next day for Big Bay, Stuart Island with perfect timing thru the Yuculta Rapids. As it was slack, no rapids were to be found. *Hagar 3* decided to take a different route and was to meet us in Campbell River. The Stuart Island Community Association runs the dock and has a very nice store and patio area with free barbeque for boaters use so a potluck barbeque dinner and happy hour was held on the Pavilion.

The next stop was to be Blind Channel, but in order to provide better timing for the passage thru Discovery Narrows we decided to spend 2 nights in Shoal Bay and travel to Seymour Narrows via Nodales Channel and Discovery Passage. On the second night, Shoal Bay Lodge provided a "boaters pizza night" where the boaters provide the fixins and the lodge the pizza dough cooked in an outdoor wood fired oven

The trip thru Seymour Narrows was again timed for minimum current but we arrived a bit early, so *Sea Puppet* showed off her sailing skills sailing back and forth across Discovery Passage while the rest of us just drifted along or fished.

The trip south via Campbell River, Comox, and Schooner Cove was without incident. We ended up with the final night at Schooner Cove on the SCYC reciprocal dock and a final dinner at the Fairwinds restaurant at the golf course.

Hagar 3 and *Sounder* acted as host boat for more than a few happy hours which provided much companionship. It was a truly wonderful trip enjoyed by all!





Spotlight Reciprocal: Capital City Yacht Club

By: Doug Cunnian, Past Commodore (*SV Shadowfax*)

We were on our way back home from the Victoria cruise with the club this year along with *SV Dog Star*. The rest of the club boats were proceeding up the outside of Vancouver Island. Our plan was to overnight at the Sidney North Saanich Yacht club in Tsehum Harbour. *Dog Star* arrived there first and discovered that the reciprocal dock was full so they decided to head for Ganges as they needed to get home the next day. We arrived a little later and decided to fuel up then see if by then any boats had left SNSYC's dock. About an hour after *Dog Star* had checked, we found there was still no room.

I remembered that when I was Commodore and at a meeting of the BC Council of Yacht Clubs, I met the Commodore of Capital City Yacht Club. He was quite excited about their club just having completed a brand new and beautiful clubhouse. He also was bemoaning the fact that other clubs rarely utilized their reciprocal dock. They are just around the corner from SNSYC along a dredged channel. Supposedly, this is a very narrow and shallow channel, which is why visitors avoid it.

Realizing that we weren't going to be able to dock at SNSYC, we went just beyond their entrance to turn around. That was when we saw the clearly marked channel into Capital City Yacht Club. It didn't look narrow at all! Furthermore, we could see their reciprocal dock and it was empty!



Photo 1: Approach to CCYC, reciprocal dock to the left



Photo 3: Shadowfax at the reciprocal dock



Photo 2: Tie here first

We proceeded in cautiously watching the depth sounder closely and tied up to the red painted dock beside the reciprocal dock as the instructions stated. There was no problem with depth anywhere along the channel. This is a temporary spot to allow visitors to go up to the gate where they have a current posting of all slips empty that night and available for any reciprocal boats. Or, if you choose and it's available, you can use one of the two spots at their actual reciprocal dock right beside the red dock. We opted for that as it was easy and there was both water and power available.

We went up to the kiosk at the top of the ramp leading to their clubhouse to register. It's a self-service registration: you take a key FOB to get in and out of the gate (and to the washroom facilities) and put \$5.00 in an envelope if you're going to use power.



Photo 4: the Registration Kiosk

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Photo 5: Instructions at the Red dock

While registering, a CCYC member happened by and greeted us. I asked him about their new clubhouse (which we could see from the kiosk) and he asked me if I'd like a tour. It really is an outstanding facility they built and they are justifiably proud of it. We spent a very pleasant, quiet night on their dock. Later that evening brought low tide and we could really see the channel. Members we talked to said that only on the lowest tides do keelboats need to wait for more water as there can be as little as 5 - 6 feet of water in some places.

The next morning brought plenty of water and we were off to our next stop, Genoa Bay. We highly recommend this club's reciprocal especially when SNSYC is crowded and busy.



Photo 6: Low Tide looking towards SNSYC



Photo 7: The Channel Markers at low tide



More photos from the Empty Nesters' Cruise



Help Wanted!



Your sailing club does not, and cannot, run on auto-helm.

2 Flag Officers' Positions and a Director at Large (Social Committee Director) Position Are Urgently Needed To Be Filled For The Coming Year.

Fleet Captain – includes being coordinator of the club cruises. There is an active Cruising Committee to assist with organizing cruises but a coordinator is needed to oversee and pull it all together and report to the Executive Committee.

Vice Commodore – assists the Commodore, attends meetings on behalf of the Commodore as required. It is hoped that this position will transition to Commodore in due course.

Social Director – together with an active Social Committee organizes “land-based” events. This includes booking venues, arranging menus, and social activities for the various events such as Commodore’s Ball, Sailpast and AGM/Christmas party.

The Executive is a close-knit group who provide help to each other as needed. Helping to make the club the fun and active club it is now is a very rewarding experience. We need your assistance to continue this mandate.

We encourage members who are new or who haven’t been active to consider joining our executive. You all bring special skill sets, fresh ideas and experiences with you. Bringing those skills and experiences to help our club means we can continue to be the active and fun club it is. If you can give some time to SBYC we would be pleased to hear from you.

Please contact the Commodore, Ian Waymark by email at commodore@silvabayyachtclub.com or by phone at 250-247-7883 or you can contact the Vice Commodore, Gillian Haines by email at vicecommodore@silvabayyachtclub.com or by phone at 250-713-1582.

Ian Waymark
Nomination Committee Chair

Commissioning of new boathouse for RCM-SAR at Ladysmith Marina

Saturday October 8, 2016
Christine Purfield, Secretary

With Commodore Ian away, yours truly was tasked with attending the Open House held by our good friends, the Ladysmith RCM-SAR (Search and Rescue), at Ladysmith Marina on the Thanksgiving weekend.

SBYC received an invitation in acknowledgement of the funds we've raised and the support we've given to the RCM-SAR efforts. Also acknowledged for their contributions were our own Page's Marina and a variety of other organizations including the owners of Ladysmith Marina, Oak Bay Marine Group, who presented RCM-SAR with a cheque for \$10,000 in addition to selling the boathouse at below market price and helping with the construction.

The boathouse is on two levels, with room for the newest search and rescue boat and changing/survival suit storage room downstairs and an upstairs room for meeting or relaxing purposes. Given that it appears that a good number of the SAR volunteers seem to spend their lives training as well as rescuing, it's likely the new boathouse will be put to good use.

The Open House was well-attended despite the downpour of rain. Here are a few photos of the occasion.



*Left: Photo of the new RCM-SAR boathouse;
Top: Presentation by Oak Bay Marine Group of a \$10,000 cheque to the Search and Rescue group;
Bottom: Councillor Steve Arnett of Ladysmith presenting donation and giving well-wishes*

SBYC UPCOMING EVENTS

- November 1.....Monthly Meeting at the Roxy
6pm for Appy Hour;
7pm for meeting.
- November 10.....Monthly Lunch @ Silva Bay
Pub - 12.30pm
- November 29AGM & Christmas Party
Silva Bay Pub



Speaking of reciprocals.....

Tim and Donna Melville of *SV Northwest Passage* and Jim Morton and Gwen Frey of *SV Sea Esta X* are sailing their way down to Mexico as we speak. Tim sent these photos of “reciprocals” they stayed at down in California.

As we don't have any reciprocal arrangements with California clubs at the moment, it just goes to show what benefits flying your SBYC burgee might get you!

From Tim:

“We stayed 3 nights free at the Pacific Mariners Yacht Club docks in Marina del Rey. Great people... free power, free showers, great bar... another benefit of membership in SBYC...!!”



More from Tim:

“SBYC members Jim Morton (*S/V Sea Esta X*) and Donna and Tim Melville (*S/V Northwest Passage*). In front of the Elkhorn Yacht Club clubhouse near Santa Cruz, California.

Great reciprocal welcome to a great facility.

Heading south to join the Haha then onward to Zihuatanejo and beyond.”



COMMODORE'S QUIZ

It's time for Commodore Ian to test your general and not so general knowledge. The competition for the monthly prizes is heating up, so get your entry in early!

Here are the questions Commodore Ian has come up with for this month:

1. What information is the Commodore seeking from each member?
2. What Reciprocal Dock did the boaters in the Empty Nester's Cruise use?
3. What is the main concern of boaters who choose to use Capital City Yacht Club's reciprocal docks?
4. Secretary Christine Purfield represented the SBYC at what event on Oct. 8?
5. What was the name of the bread the Commodore had a "burning" desire to bake while anchored in Von Donop Inlet?

Submit your answers [here!](#) A fabulous prize is just a click away!

Don't forget to check the guidelines for winning below – they've changed since the Quiz first started.

Commodore's Quiz/Draw

QUIZ RULES:

The Commodore's Quiz is open to all members, whether they've won previously or not. Here's how to qualify:

1. Answer all five questions correctly. Answers can be found either in the Anchorline or on the website.
2. Submit your answers using the ["Quiz Answer Form"](#)
3. Deadline for entries is November 5th.

Each month a winner will be drawn from all qualifying entries. A grandprize winner will be drawn from all qualifying entries at the Commodore's Ball.

GOOD LUCK!



WINNER! WINNER! WINNER! WINNER! WINNER!

Congratulations to our WINNER from the September Quiz:

AGATHE GAULIN



HOW NOT TO BAKE BREAD?

Ian Waymark, Commodore

How many of you have thought about the aroma of freshly baked bread wafting through the cabin of your boat? Enter the Omnia oven.



Here she be! The Omnia oven turns any stove top cooking appliance into an oven as good as the one you have at home. The Omnia oven is a simple oven comprised of a steel pan on the bottom, an aluminum "oven" and a bright lid with ventilation holes.

The instructions are very simple: set the heat at the same level as you would your home oven, use the same baking temperature (a scale is provided so you know where to set your stove top appliance), cook, check, give a bit more time if required and enjoy freshly baked bread.

I followed instructions as I had done before. The bread was not quite done after 20 minutes so I gave it another 5 minutes. The bread was just about perfect. I turned the burner off, left the bread to cool, got in the dinghy and went for a hike.

Paddy was comfortably reading her book when she heard the kettle boiling. A bit surprised because she had not turned the kettle burner on, she checked the stove. Flames were showing under the Omnia oven, the kettle and through the sides and front of the alcohol stove. Paddy tried to turn the burners off but they were already turned off. She then removed the kettle and Omnia oven from the stove and seeing the flames, covered the stove with a wet towel. The towel helped but did not extinguish the fire.

Paddy then hit the VHF radio and called club boats standing by on Channel 72. Dennis MacKenzie of *Sounder* replied and was over in his dinghy in short order. The wet towels were keeping the fire from spreading but it continued to burn. When I arrived on board after hearing my name being yelled (thank you Wendy) I saw flames 4-5 inches high and a calm Paddy and Dennis keeping their cool and cooling the fire with wet towels. Fortunately, the fuel canisters were not full and slowly the flames diminished and we all relaxed and started to check the damage.



A cracked window, a wavy venetian blind, a sad looking Origo 3000 alcohol stove and a piece of scorched maple trim made us realize how lucky we were but how important it was to keep your cool.



The story has a happy ending with delicious Red River Cereal Bread for the day's Happy Hour and pot luck dinner. A short shot of brandy helped Paddy's cause.



The Origo stove has been replaced, the replacement window is on order and the scorched trim will be sanded and revarnished. The Omnia oven will be used again but it will not be left until all pans are off the stove and everything is cool.

Now you ask, what happened? I am confident the heat of the steel part of the Omnia oven reflected down to the fuel cannister of the Origo stove and, in time, overheated the alcohol fuel before I turned the stove off. The overheated fuel was burning and continued to overheat the fuel, forcing out more fuel. The burning fuel flowed to the second fuel canister, heated it and ignited it, boiling the kettle and setting things in motion.

I thank the Gabriola Power Squadron for what they taught Paddy, I thank Paddy for keeping her cool and I thank Dennis for his help. We shared and enjoyed the warm bread.

SAFE boating,
Ian Waymark, Commodore