

Anchorline

www.silvabayyachtclub.com

October, 2015



Commodore's Report

As I write the October Anchorline Commodore's Report I think back to my last report, written from

Salish C at the beginning of the Empty Nester's Cruise. The cruise is now fond memories with many stories and lots of photos. Check out the photos under the "Gallery" tab on the website: <http://silvabayyachtclub.com/>.

Some highlights of the cruise were the storm at Deer Harbor with 108 km/h winds over our mast, the crabbing at Spencer Spit, the many happy hours and potlucks, your Commodore and Paddy testing their PFD's when the dinghy flipped, the many hands that helped other members with minor mechanical problems, visiting Anacortes and a final two days at Otter Bay.

The cruising season is slowly winding down but a land cruise at Vice Commodore, Mike and Karen Apps' residence on September 26th will allow

us to reminisce and share our cruising stories with other club members.

As our cruising season winds down the club business starts to ramp up. An important order of business for the September Executive meeting will be the formation of a Nomination Committee to determine the 2016 Executive and to encourage club members to take part in one of the club committees. Many hands make light work and the club committee members bring fresh ideas and energy to the Club Officers. I encourage each of you to consider being on one of our committees. Your involvement in a committee allows you to contribute to the running of the club and allows you to express ideas that can make our club more inviting to existing members and incoming members. When you have read my report, please scroll down and read the message from Past Commodore Doug Cunnian.

I am very pleased to say many of the Executive members are willing to stand for another year. Our Fleet Captain, Jill Haines, is prepared to stand for the position of Vice Commodore, leaving

the position of Fleet Captain vacant. Deb Cunnian will step down as Secretary. Bob Wood will take a break from his position as Social Director and Mark Titterton is taking a year off from his position as Director at Large. If you are interested in joining the 2016 Executive, please contact the Nomination Committee Chairperson, Doug Cunnian at 250-247-7669.

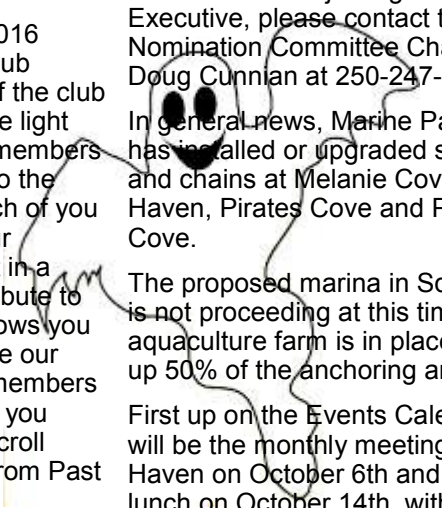
In general news, Marine Parks Forever has installed or upgraded stern tie rings and chains at Melanie Cove, Prideaux Haven, Pirates Cove and Princess Cove.

The proposed marina in Squirrel Cove is not proceeding at this time but the aquaculture farm is in place and takes up 50% of the anchoring area.

First up on the Events Calendar this fall will be the monthly meeting at the Haven on October 6th and our monthly lunch on October 14th with venue to be announced shortly.

Safe Boating

Regards to you all,
Ian Waymark



Upcoming Events

Aug 22-Sep 12	Empty Nester's Cruise
Oct 6th	Monthly Meeting
Oct 15th	SBYC Lunch
Nov 03	Monthly Meeting
Nov 24	AGM & Christmas Dinner
Dec 10	SBYC Lunch

NOTE!!

SBYC Monthly Lunches Change of Day!

Second Thursday of the month
Starting October 15th



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Fleet Captain's Report

Hello SBYC Members,

I hope everyone had a wonderful summer! We had some very enjoyable and successful cruising this year. Since the last Anchorline in June, we have been on five cruises.

New Boater's (Welcome) Cruise, Montague Harbour, May 29 - 31st.



Eight boats attended with three wanting some practice with docking and anchoring. They had lots of help with the expertise available and they came away with some extra knowledge. We had a happy hour/social on the dock and met some newcomers. It was a very relaxing weekend. However, I am hoping that next year a few more newcomers and new boaters will come out and take advantage of the vast experience our club members have, and to practice some procedures in a safe environment.

Summer Cruise (Victoria) June 13th - 22nd



We had 11 boats on this cruise. We all met up in Maple Bay and I gave out some SBYC hats to participants. The following day, some went to Sidney Spit and others went to our reciprocal

dock at SNSYC. After learning that we had caught some crab at Sidney Spit, two others joined us there the next day and we had a wonderful crabfest at the picnic bench in the park, with 13 crab in total!

The next day at 7:00 am we headed to Victoria. Some of the slower sailboats went to Cadboro Bay but they couldn't accommodate all of us due to the VanIsle 360 boats. Due to the currents through Gonzales point, and there were strong winds forecast for Juan de Fuca strait, it was best for them to leave from there. We all met up at the Causeway dock in downtown Victoria with no mishaps. For the next few days we went shopping, had a Dim Sum lunch and generally had a good time exploring Victoria. This was interspersed with happy hour/socials and a potluck dinner with, of course, lots of good food. After Victoria, we left for SNSYC where Mike had kindly arranged for everyone to be at their reciprocal dock. We went to their restaurant for dinner, and for a Father's Day brunch the next morning. We went home via Montague Harbour.

As you can tell, we did a lot of eating, shopping and socializing on this trip! Very busy and very enjoyable!

Canada Day—Sippin' on the Dock—Maple Bay, July 1 - 4th



There were six boats on this cruise and a few members drove down to join us. Paule Senechal rented a very cute float home for this event! That evening we had a BBQ potluck and birthday cake to celebrate Joyce Ashley's 65th. This was also celebrating Canada Day, and many of our boats were decorated. The next afternoon, there was wine tasting and non-alcoholic beverage tasting competitions. Catherine Legg won for the non-alcoholic beverage, a lemon and

cucumber infused drink and also for the white wine category, Diabolical Okanagan. Karen Apps won the red wine category, Paul Mas, red Malbec. We went to the pub for dinner. Everyone left the next day except for three boats. Darrel and I and Mike and Karen Apps took the shuttle bus up to Duncan's Farmer's market. The weather was VERY hot all weekend! We spent relaxing evening and left for home the next day.

Dine on the Dock, Ladysmith, July 31- Aug 2nd

The cruise to Tribune Bay was cancelled due to lack of interest and strong winds in Georgia Strait at the time. In its place we spent the weekend at Ladysmith and took in their Dine on the Dock event. It was good but not as good as it has been in the past. It was very well attended with nine boats. Again, we had very warm weather. We had a potluck dinner on the dock and everyone had a good time.

There was also a blue moon on the 31st which afforded us some spectacular photography.

Empty Nesters' Cruise, San Juan Islands, Aug 22 - Sept 11th



This was the longest cruise of the year and the most eventful! There were between seven and nine boats at any one time, a couple of boats joining us a few days later, and one leaving a bit earlier.

We started off by taking in the Chemainus Dinner/Theatre with their excellent buffet dinner and a musical; Twist and Shout- the British Invasion, which was extremely well done and enjoyed by all. A few members drove down for this event. The next day, some left for Sidney Spit and others went to Russell Island. The mooring

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buoys seem to be disappearing at Sidney Spit so we had a chance to use our new Rocna anchor for the first time.

We left for Roche Harbor the next day to clear customs. One of our boats broke down just off the customs dock which provided some excitement as a helpful American kept the boat off the dock until it was his turn and we towed the boat afterwards to the moorage slip. It turned out to be the starter motor which was ordered the next day from Friday Harbor and Darrel spent the day getting the boat running again. We were there for two nights while others went over to Garrison Bay for the second night. We had dinner at the local cafe and watched the lowering of the flag that evening.

We then left for Friday Harbor and managed to get mostly everyone together. There was time for shopping and re-stocking provisions after going through customs, and lots of eating out (as usual!) It poured with rain one night, the first we had for a few months. We stayed at Friday Harbor for three nights.

We then left for Deer Harbor (Stuart Island), except for Shadowfax who went directly to Spencer Spit. We tried

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Editor's Note:

Hello SBYCers!

Where has the time gone? Seems like it was just the other day when we were heading into June and the beginning of the summer cruising season. Now here it is October and the SYBC Executives are getting down to business once more and planning for the 2015 AGM and elections of new officers to fill positions where some of the existing officers are stepping down. I will be staying on as your Treasurer, Webmaster, Log Book editor and Anchorline editor for another year. But I need you help!

I'm looking for people to jump in any one of these areas and learn the ropes—so to speak. If anyone has an interest in any of the above areas please let me know. I would be more than happy to show you how it's done.

Log Book: It's time once again to start thinking about the 2016 Log Book and making all the necessary changes. This is your reminder to review your information in the 2015 Log Book and email changes to me at: publications@silvabayyachtclub.com.

Anchorline: I'm always looking for articles for the Anchorline. Everyone has a story to tell—send me yours.

Cheers,
Wanda



Membership Report

With the fall season upon us and our monthly meetings about to begin again, this is a good time to recap our membership status. I am happy to report that we have a robust roster of 102 memberships.

Bodil Ellins
Membership Chair.

SBYC Christmas Dinner & AGM

Tuesday, November 24th
Mark your calendars!



Rear Commodore's Report

October is the month to get back to meeting on dry land. Our first fall monthly meeting is coming up on Tuesday, October 6th. I hope to see many of you at the Haven dining room at 7:30 pm. The presentation will be a video "Gabriola Tides—Stories of Silva Bay." This video is directed by Tobi Elliott and is a must see. It is about the origins of the Silva Bay area and is being loaned to us by Fred Withey and the Gabriola Historical Museum Society.

Jerry Ellins
Rear Commodore



The Silva Bay Yacht Club wishes to send a shout out of thanks to the crew of the beautiful Chris Craft, Quest who were kind enough to lend us their specialty spark plug socket during our recent dunking of the commodore's dinghy engine. All crew and dinghy motor alike appear to have recovered from the impromptu bath. Thanks again from the "Empty Nest" cruisers of the Silva Bay Yacht Club of Gabriola Island.

We All Need To Take A Turn

Submitted By:

Doug Cunnian
Past Commodore &
Nominations Committee Chair

Deb and I have been members of the Club for the past eight years. We joined when we first moved to the island, before we had even bought *Shadowfax*, in anticipation of getting a boat and going cruising. We bought *Shadowfax* a few months later in Seattle and brought it back and moored it at Page's (where it still is). It was early spring and the club announced its first cruise: a weekender to Annette Inlet on Prevost Island. This would be our first club cruise and we were quite nervous, as we had almost no experience either with a boat as large as *Shadowfax* (large to us anyway) or cruising on the coast. Jenny Ireland was Fleet Captain and right from signing up for the cruise, she ensured that someone was watching out for us all the time. We were very grateful and ended up having a delightful time and met fellow boaters who are still our good friends today. We were very impressed by this club! We had been members of the Kelowna Yacht Club before with our little 22' Catalina so had some experience with yacht clubs. This one was different in so many good ways. Their goal was to have fun and enjoy safe boating together. Power boaters and sail boaters all participated together and actually enjoyed each other's company!

We have continued to enjoy our involvement with the club and didn't hesitate to agree to help out when asked. I must admit, when we attended our first SBYC meeting at the Roxy, I never thought that one day I'd be Commodore! Through my involvement over the years, I've come to realize that the true strength of this club is in the membership. We have been extremely fortunate to have had excellent members step forward and assume key positions within the club to keep it so very active and positive. If you ask some of the current or past club officers if they had ever anticipated taking on their roles within

the club or had any previous idea how to do it, I'm sure few ever imagined it or thought that they could do such a great job. It seems that human nature is such that one never thinks one is qualified to do a specific job until they are asked and get in and assume that job.

So, my purpose for this message is to encourage all members to consider the possibility of giving a little of your time to help the club. It's "Nominations" time again. This is when we recruit new members to the club Executive to replace those who have fulfilled their time and are stepping down. This is also when we need to find members willing to serve on the various club committees. Committee positions are much less of a time commitment but are nonetheless key to the smooth functioning of the club.

Here are the Executive positions that are open this year (and begin January 1):

Fleet Captain
Social Director
Secretary



There is no limit on the number of members who sit on the support committees so all are open. Here are the committees that we need volunteers for (begin anytime):

Social Committee
Cruising Committee
Publications and Communications Committee
Finance Committee
Membership Committee
Reciprocals Committee
Awards Committee
Historical Committee

All of these committees are chaired by one of the Flag Officers and meet as needed.

Please give some consideration of volunteering a little of your time to the club in any one of these capacities. In both the Executive and the committees, there is a large element of camaraderie and fun during the meetings. Don't be concerned if you feel unqualified – we all have had that feeling, but it's not really that complicated of a club! Simply, stuff needs to get done and we need people to be there to get it done. We all need to take a turn. Can you take a turn?

If you'd like more information on any of the jobs or responsibilities, look on pages 42 – 45 in this year's Log Book or contact me at pastcommodore@silvabayyachtclub.com or phone me at 247 7669.



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some crabbing, but the currents were very strong and the traps were found quite far from where they were put down, and we lost ours completely. The next day was, as we have come to call it, The Big Storm of 2015! Wind gusts of 60+ knots were recorded and lasted several hours. It was very hard to even stand up at the dock and there were white caps in the marina. None of us had seen anything like it. Thank goodness we were safely tied up in a marina when it occurred! *Shadowfax*, at Spencer Spit, dragged their anchor but managed to re-anchor in Swifts Bay nearby. We were there for two nights.

We left for Spencer Spit the next day, and they were calling for strong winds again, but they only got up to 25 knots. We had a buddy boat potluck one evening. Crabbing was very good there and we caught seven very large crab.

We left for Anacortes two days later. It is a lovely marina with old town Anacortes within walking distance. We stayed here three nights, shopped, walked and ate! On the last day, we took a group on *Bela Vida* and went into *La Conner*. It was a 10 nm trip and we had no problem with the currents which run through *Swinomish Channel*. *La Conner* is a beautiful little place, and we spent a few hours there. We left early for the *Sucia Islands*, being about 26 nm away. This was the start of the long weekend so it was quite crowded but we all managed to anchor or get a mooring buoy. We were there for two nights and went for hikes, and had another buddy boat potluck. Crabbing wasn't that good here but we did catch two, one being seven inches. One couple (I won't mention who, and it wasn't me this time!) tipped their dinghy and fell into the water. I wasn't there at the time

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A Gale of a Tale: Lessons Learned

Submitted By: Doug Cunnian
SV Shadowfax

I have found that over the eight years of boating on Shadowfax, it is a rare trip out that I can say that I didn't learn something new. That's the nature of boating. It can be as delightful as discovering a new anchorage or encountering a new or potentially hazardous circumstance that must be dealt with effectively and immediately. From all of these experiences, we grow as boaters. One such experience occurred this summer while on the club cruise through the US San Juan Islands.

We love the San Juans; their beauty, diversity and variety. We also really enjoy crabbing there. They have a number of excellent crabbing sites and the Americans do a terrific job at conserving and protecting their crab stocks (BC take note!), therefore crabbing is almost always successful with lots of large crab. On this year's cruise we were anxious to get crabbing so elected to by-pass Deer Harbor where the rest of the club was going, and get directly to our favorite crabbing hole at Spencer Spit on Lopez Island.

Spencer Spit is a Washington State park and a lovely spot with mooring buoys and plenty of anchorage room. The only drawback there is the amount of large wakes from the constant stream of ferries going by in the channel nearby. We were told that if you anchor out near the end of the spit, you'll get a lot less ferry wake, so we did. We arrived there from Friday Harbor about noon, anchored and had some lunch. I then rigged the two crab traps and had them in the water by about 2:30 pm. Around 4:30 I decided to check them to see if I was in a good spot. Between the two traps, I pulled up a limit (5) large crab! I was in the right spot. We enjoyed a crab feast and settled in for the evening. As always, we listened to the forecast before retiring. There was a lot of wind being forecast for the various straits around Puget Sound but it was difficult to tell what could be expected in the islands where we were. Just to be safe, I let out some more anchor rode but was limited by a large trawler nearby on a mooring buoy.

We awoke the next morning to some wind but nothing too worrisome. The

forecast was now calling for gale force winds on the various straits. Could a gale blow through here with all the islands around I wondered? Shortly, we found out as the wind built rapidly to in excess of 25 knots. By 11:00 am it was blowing up to forty knots with gusts to 60! I couldn't let out more rode as that trawler was still there although I knew I needed more with these winds. Finally two huge gusts hit us, one when we were beam to the wind, and pulled our anchor out of the bottom – we were dragging! Quickly I started the engine as the wind blew us past the trawler and towards another anchored sailboat! Using the engine, I steered for deeper water away from all other boats with the anchor still out. We don't have an anchor windlass and I knew there was no way I could pull the anchor up by hand in that wind. I turned us into the wind and let the wind slowly blow us back. The anchor caught on the bottom again! I crawled out onto the bow and let out about another 120 feet of anchor line. For the next four hours the anchor held and I used the motor to "sail" into the wind trying to keep us pointing into the wind and placing less strain on the anchor. Sheets of water blew down on us and both waves and wind battered us but we held solid.

Around 3:30 pm, the wind slowed to about 20 knots. We saw an empty mooring buoy and decided to try and take it. Using the engine to move into the wind, I was able to pull up the anchor line. We had to use half our power to break the anchor out of the bottom we were held that well! As we approached the mooring buoy, the wind picked up again and after one failed try, we knew it would be impossible to grab that buoy and tie on. Deb spotted several other sailboats at anchor over in Swift bay around the corner from Spencer Spit and they were being shielded from the wind. We headed over there and it was much calmer. We dropped anchor, with lots of rode, and finally relaxed. We got a lot of wave action there but were well protected from the south-east wind still blowing over 20 knots.

The next morning at 10:00 am, I received a radio hailer from Commodore Ian (we had previously arranged that). The sound of relief when he heard our voices was profound. I guess the gale hit them on the docks at Deer Harbor too and they were quite worried about us.

Shadowfax suffered only minor damage: a ripped mainsail cover tie-down, a shredded BBQ cover tie down line, and the radar reflector had popped off both the halyard clamps holding it on (the halyard went through it so we didn't lose it). Deb and I came through it fine.

So, what lessons did we learn? The biggest mistake we made is staying where we were at the end of the spit as that actually funneled the wind onto us. We should have moved when we heard the gale warning especially since I knew I couldn't let out the amount of anchor rode I needed. We also learned (again) that we have a very good anchoring system. Yes, it dragged (first time ever) but it wasn't the systems fault – we didn't have enough rode out for the wind. We have a 10 kg Bruce anchor attached to 35 feet of heavy chain followed by some 200 feet of nylon rode. We also learned (again) that Catalina makes very solid, sturdy yachts.

In telling this story, people have asked if we were scared during all this. No, not really. Concerned for sure when the anchor let go but we knew what to do to get the situation back under control. How did we know, as this has never happened to us before? Experience boating, especially with the club! Eight years ago we were nervous novices never having done much cruising on the coast. We have been active cruisers with the club ever since (as well as on our own), gone to many different places and experienced many different things including big winds at anchor (although never that big!). You learn from all this, especially about your boat and how it performs. From experience comes confidence and the ability to react correctly to new or emergent situations. Cruising with the club not only gives you invaluable experience but you do it within a very enjoyable social atmosphere. You always know that on any club cruise, you'll never be left behind and there is always someone there to help or advise. This is the best possible environment to learn and develop boating skills. If you are new to the club or boating in general, I highly recommend getting involved with some of our club cruises. It's a great way to gain practical experience about boating and have fun while doing it.



Power Squadron News:

Our fall programme is well underway, both in our course offerings and the planning of our social programme. All SBYC members are welcome to attend the three Squadron fall socials in October, November and December. For details as they become available, got to: <http://www.powersquadron.gabriola.org/> or simply Google Gabriola Power Squadron.

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and I gather it was pretty scary because their outboard was still running. They got help from some of our members and a kindly American couple.

It was fairly sunny here, but starting to cool off at night.



Next stop, Prevost Bay, Stuart Island. A very nice protected anchorage. We went for a hike to the schoolhouse where they have t-shirts for sale on the honour system. They have been doing it for years so obviously we boaters are an honest lot. The old schoolhouse has been turned into a museum and the newer building is the current schoolhouse. This hike was fairly short but a LOT of hills to climb! We were all too pooped to go further to Turn Point lighthouse.

On September 9th, we cleared customs at Bedwell Harbour and went to Otter Bay, North Pender. Darrel and I hadn't been there before, and found it to be a delightful little marina. They had very little in the way of groceries but one can take a cab or shuttle bus to Driftwood Mall (which we didn't do). We did walk up for dinner to the Golf Club for dinner at the Japanese Bistro which was very good. The next day, some of us took a short dinghy ride across the bay to the Gulf Islands Nature Reserve, a beautiful little place.

Social Lunches

Social lunches are held every second Thursday of each month at noon at The Surf Pub. This is strictly social and an opportunity to catch up with fellow boaters.



The old homestead has been turned into a museum but it wasn't open when we were there.

We all decided to head home a day early on Sept 11th because strong winds were forecast again. Everyone got home safely.

I think almost everyone had some sort of mechanical, electrical or outboard problem while on this trip, boats being what they are, but nothing that couldn't be fixed with help from our group. A big thank you to all who helped out.

It was a wonderful cruise, and we did a bit of everything, from the busyness of Friday Harbor to the solace of the islands.



Also, a big thank you to all of you who joined us for this trip, and the other cruises throughout the year. I am hoping that more members can join us next year. Whether you are social, or not so much, we all enjoy everyone's company, and after all, it's the people who make these trips fun to be on!

We are now looking forward to next year's cruising, and hope to see you all then!

Cheers
Gillian Haines
Fleet Captain

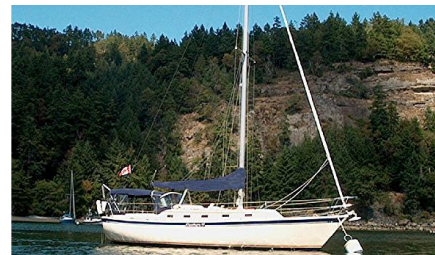
Monthly Meetings

Monthly meetings are held on the first Tuesday of the month (except June, July, August, December and January) at 7:30 p.m. at the Haven dining room. These are informative get togethers with a small business meeting to start with reports from working officers and committee chairs, as available.

Following the short business meeting, the Rear Commodore will introduce an interesting presentation dealing with west coast boating, safety and especially interesting cruises by members and friends.

Always informative and entertaining. Check the website for up-to-date details.

CLUB CLASSIFIEDS For Sale:



Eleuthera IV
a 1981 Aloha 34
[See full details here](#)



Couple looking to share 24' Tanzer
[Click here](#) for full details

