

Anchorline

www.silvabayyachtclub.com

September, 2015



Commodore's Report

It has been an interesting and eventful period since my last Anchorline report.

As a number of you are aware, I am an operator on the Ladysmith Tour Boat *Maritimer*. As a tour boat operator I am often receiving information on Ladysmith. In July I received information on a YAG (Yard Auxiliary, General) vessel arriving in Ladysmith. The YAG vessels are unique in that five of the six built were built at Wither's Shipyard in Silva Bay. The YAG vessel in Ladysmith is the ex-HMCS Otter, the only YAG not to be built on Gabriola. However, the Otter does make a good discussion topic as I run the tour boat around her. I'm sure young Fred Wither will have some memories of those boats. There is a full report on the YAG vessels in this month's Anchorline.

As a tour boat operator for Ladysmith Maritime Society I have also been made aware of the Purple Martin

Nesting Box Program. Only a few years ago, the known number of mating Purple Martins was in the low 20s, last year the estimated number of mating Purple Martins was around 400 and this year it is almost 1000. The nest box program has been very successful but this year's numbers are due to our very warm weather. The warm weather has reduced the growth of mould and fungus in the nest and subsequently allowed many most new hatchlings to survive to the fledgling stage. It must be very rewarding to the planners and volunteers of this program to see such a great increase in the population of a bird species that was close to extinction on our coast.

Being in Ladysmith brought me up close to the dangers of pollution from derelict vessels and to the roadblocks of too many bureaucracies in dealing with derelict vessels. Paddy and I took part in the protest against "lack of will and lack of action" for dealing with derelict vessels. In Ladysmith Harbour, the Vicki Lynne II, a derelict vessel, has 13,000 litres of fuel and solvents on

board and is in danger of sinking and polluting Ladysmith Harbour. Bureaucracies prevent any level of government from taking action to prevent the pollution until it happens, then it is too late. I'm not sure what effect our protest had but the protest was televised and was brought to the attention of various levels of government.

In late July I receive a request from Caroline Walker, a long distance swimmer from Victoria. Caroline was looking for a support vessel to accompany her on her swim from Nanaimo Harbour to Taylor Bay Point on Gabriola. I received two positive replies from Jude Brisco and Bert Terhart. Unfortunately, Jude had to back out but Bert planned to go ahead. I am hoping to receive a report from Bert after the event on August 22.

You are all aware of the Anchor Rage Protest presently alive and well on Gabriola. I sent a message to each of you inviting you to take part in the "on

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Upcoming Events

Aug 22-Sep 12	Empty Nester's Cruise
Sep 9th	SBYC Lunch
Oct 6th	Monthly Meeting
Oct 14th	SBYC Lunch
Nov 03	Monthly Meeting
Nov 24	AGM
Dec 09	SBYC Lunch

Happy Cruising!



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Fleet Captain's Report

Hello SBYC Members,
I am currently on the Empty Nester's cruise down in the San Juan Islands and having a great time. A full report on this and other cruises we have been on over the summer will be forthcoming in the October Anchorline

Cheers
Gillian Haines
Fleet Captain



Membership Report

Since May there has been a few queries for membership and one new membership. Join me in welcoming our newest members, Steve & Pattie Livie.

Bodil Ellins
Membership Chair



Rear Commodore's Report

Programs: Our last presentation by Marine Parks Forever on Tuesday, May 5th, at the Haven, was very well attended. Upcoming in the next year we have several interesting talks already lined up.

Our first presentation this fall will be on Tuesday, October 6th at 7:30 p.m. at the Haven dining room. The presentation will be a film about the origins of Silva Bay area. Fred Withey is loaning us this movie from the Historical Society. Thank you, Fred.. This is a free event and is open to the public. Plan to be there and bring a friend.

Point of Interest: Several yacht club members, including Bodil and I participated in the Anchor-RAGE protest on Sunday, August 16th. There was a good turn out including a pod of Killer Whales.

Jerry Ellins
Rear Commodore

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

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the water" protest. Paddy and I were unable to attend the protest but I did see the Sounder report and some of our members were on the water protesting the possible anchoring of five freighters off our northeastern shores. I'm sure we will all hear more about Anchor Rage over the next few months. Will our involvement in the protest help the objective of no freighters anchoring of our northern shores? Who knows? However, we cannot sit back and do nothing when it comes to protecting our environment.

Another small issue I became aware of was a request for Kayakers to mount a bright flag on the backs of their kayaks so they can be seen by boaters. I became very aware of the need for greater visibility of kayaks while operating the tour boat and when entering Ladysmith Harbour in *Salish C*. Some kayaks, especially white ones, are almost invisible when in the troughs of waves or when we are boating into the sun. The issue of

kayak visibility is not a big issue at this time but may well grow as the number of kayakers continues to increase.

One more point of interest, a few weeks ago I met an old school friend from the 50s, Rod McVicar. Rod has spent many working years in the area oceanography and now spends his retirement years working with students in the field of oceanography from VIU. Present activities center around research on Gabriola and Mudge islands to form a "baseline" of our local ecosystem. The baseline will be used to measure changes in our ecosystem from the impact of man and from the impact of climate change. I am hoping we will see a presentation on local ecosystem as a topic for one of our monthly meetings.

My final point for this report comes from George Creek of Marine Parks Forever. Burgoyne Bay Provincial Park will soon be Burgoyne Bay Marine Park. The park has passed all the hurdles to become a marine park and work will start soon to make the park

an official member of the Marine Parks Forever inventory.

I am writing this report from the cabin of *Salish C* as we swing at anchor in Garrison Bay at San Juan Island. We are in the first few days of the Empty Nester's Cruise and thoroughly enjoying one more of our club's numerous activities.

By the time you read this report the 2015 cruising season will be slowing down but we all know we can have many great cruising days ahead as the days grow shorter.

I hope you have all had a great summer.

Ian Waymark
Commodore



Why Our Boat Engine is Painted Gold: A Possibly True Story

Submitted By: Doug Cunnian
SV Shadowfax

Shadowfax is a 30' Catalina sailboat with a Universal M25XP diesel engine, which is painted gold. It has been over the years a very reliable and trouble free engine. This story begins at this year's Sailpast.

The morning of Sailpast, we got to the boat early to get everything ready to do Sailpast. To my dismay, the engine wouldn't start. We had just had the engine serviced so I was more than a little annoyed. A mechanic once told me that if a diesel engine won't start, it's likely a fuel system problem and if it's not then it's a fuel system problem. So, I suspected a fuel system problem, likely the fuel lines were not fully bled after the engine was serviced. For those of you who don't know diesels, any air in the fuel lines (or water or any other gunk) will stop the engine. To get rid of the air, you must "bleed" the air out of the fuel lines at the injectors. We started doing that and it seemed to take forever to get fuel to the injectors. I thought there must be an awful lot of air in the lines so I decided to open the fuel by-pass valve to quickly purge most of the air (this circulates fuel back to the fuel tank without going to the injectors, purging air from the lines). To my surprise, the valve was already open, which explained why there was so much air in the lines and why it was taking so long to get the fuel to the injectors. I said a few sailor worthy oaths and closed the by-pass valve. As I closed it, the valve knob broke off in my hand! More, even better sailor oaths were spat out! Fortunately, the valve broke in the closed position and so we were able to bleed the lines and start the engine.

We went on Sailpast and in fact, the next two yacht club cruises to Montague and then Victoria. July came, and being a slow month for us on the boat, I decided I'd better replace that valve. Now, I'm no mechanic by any means (I'm a retired high school biology teacher!) but have found that if I think through a repair job carefully and research it thoroughly, I can usually fix most things. First step:

research on the computer. I go to Google and enter, "broken knob on by-pass valve on Universal M25XP engine". Immediately, pages of hit come up. The first I see is a discussion board series of threads on Catalina34.org. I've used this excellent site before so clicked on it. The first thread was from a sailor with my exact problem and asking the group if anyone knew the part number to replace it. Second thread someone replied and gave him the part number. Third thread, the first guy saying he'd called the Universal dealer and they had the part (\$54) and wanted to know if he needed the part it attaches to as well. Fourth thread, someone replied and said no you don't need that and also suggested he first phone the Kubota tractor dealer as the Universal M25XP engine is actually a "marinized" Kubota D950 engine from a B7200 tractor. He said their parts are almost always cheaper. The next thread was from a new person who agreed with the last guy and said he needed new injectors for his engine – they were over \$100 at the Universal dealer and \$12 each at Kubota!

Armed with this information, I phoned the Universal dealer in Nanaimo. Yes they could get me the part, it would take about a week and would cost \$62 – did I want them to order one for me? A voice in the back of my head yelled at me, "Call Kubota First!!" "I'll get back to you" I said. I then called Island Tractor, the Kubota dealer for Vancouver Island and asked if they had the part. He asked what the part did and where it attached on the engine (as I didn't have the engine part number). I told him it is used to bleed air from the fuel lines and is attached to the outside of the high-pressure fuel pump. He said OK, he'd look up the diagrams in the manual. After a moment he said he'd scan and email me the page so I could identify the part correctly, which he did. I immediately recognized it as part 090 and phoned him back. "Part 090, do you have one?" I asked. "Yes," he said, "we do." "How much is it?" I asked. "It's \$16.23 plus tax" he replied. "SOLD!" I yelled into the phone. "OK," he said, "are you near Duncan to pick it up?" "No, I'm on Gabriola" I replied. "I'll mail it to you if you like," he offered, "if you pay the postage."

So, a few days later it arrived and I headed down to Shadowfax to install it. As I looked at it, I wondered if I needed to put anything on the threads of the part before installing it. I stopped by Silva Bay Ship Yard and asked Don. He said yes, a little Teflon tape would be needed, which he put on for me. I told him what I paid for it and what Universal wanted for the exact same part and he laughed and told me even more outrageous stories of price differences. I asked him if, when he repairs a boat with an engine like this, he order the parts from Universal or Kubota. He said he knows the Kubota number for most engines and always orders from them when possible.

You may be wondering what all this has to do with the title of this little missive (or maybe you've already guessed). Kubota engines are painted blue. I imagine that the Kubota engines that Universal buys are unpainted. At some point in the past, someone at Universal said that they would have to paint these engines before they go into boats, - but what colour? Let's see, we're going to charge 300% to 400% or more for the parts for it than Kubota, what colour, what colour...?

The lesson for any of you who have followed this rant this far is to search the internet to see if your engine is used in any land based application. If you can get away from the word "BOAT" you may save yourself a lot of money!

As my sailing buddy says, "Keep the keel side down and the pointy end moving forward".



Power Squadron News:

The Squadron has concluded its course offerings for the season. To find out what courses the Squadron will be offering this coming fall, go to the web site <http://www.powersquadron.gabriola.org/> or simply Google Gabriola Power Squadron. The information will be available in August at the latest.

Social Lunches

Social lunches are held every second Wednesday of each month at noon at Silva Bay Restaurant. This is strictly social and an opportunity to catch up with fellow boaters.



Monthly Meetings

Monthly meetings are held on the first Tuesday of the month (except June, July, August 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.

Canadian Navy YAG (Yard Auxiliary, General) Training Vessels – anchored in Ladysmith Harbour

The Canadian Navy's six iconic YAGs, or Yard Auxiliary General, were commissioned in 1954, and auctioned in 2011. The 75-foot wooden training vessels taught generations of officers, reservists, boatswains, and sea cadets navigation and seamanship skills until they were taken out of service starting in 2007. According to the Department of National Defense, "in 2000, a total of 1830 personnel were deployed on the YAGs for a total of 585 days and steamed over 25,000 nautical miles (46,000 km) in support of training."

Before being put on the auction block, the 57-year old vessels were stripped of military equipment and then



1—YAG 312, the Otter at Esquimalt

prices varied for each vessel depending on the intensity of the bidding. The most

314 (Caribou), 319 (Badger), and 320 (Lynx) were all delivered in 1955. At a original contract price of approximately \$90,000.00 (not including engines and electronics) and a service life of 50 years, they were very good value.

The boats are 75' overall, beam is 18'6", draft is quite light at about 4'6", measured tonnage is about 60, and they are powered by twin 6-71 Detroit Diesels. The boats are arranged in typical naval fashion with officer's housed forward with the galley and their own head, an engine room midships, and cadet room aft with 12-14 bunks in double tiers. Above decks is the wheelhouse mounted on the forward cabin's coaming; aft of that, the exposed breezeway; and, mounted on the after cabin's coaming, a Zodiac launch as well as a food locker and barbeque. Above the wheelhouse is an open bridge, fitted with chart table and a gyro compass repeater. A second gyro repeater was fitted on the quarterdeck. Each YAG was equipped with a small navigation radar, with the display located in the wheelhouse.

Canadian Navy YAG auction				
Vessel	Name	Date of sale	Sale price	Builder
YAG308	Cougar	June 2 2011	\$4,000.00	Withey
YAG306	Grizzly	June 8 2011	\$3,675.80	Withey
YAG314	Caribou	June 6 2011	\$1,153.00	Withey
YAG312	Otter	June 15 2011	\$1,651.00	Mercer
YAG319	Badger	June 13 2011	\$4,680.00	Withey
YAG320	Lynx	June 10 2011	\$11,378.00	Withey
Total			\$26,537.80	
Average sale price			\$4,422.96	

environmentally assessed for sale. All six YAGs (CFAV Grizzly, Cougar, Otter, Caribou, Badger, and Lynx) and one Yard Diving Tender were auctioned off to buyers throughout the island and Vancouver. Bringing a personal connection to the sales, some of the purchasers work or had worked in the Department of National Defence, are ex-military, or had family members who had previously served on the YAGs. Selling

expensive ship sold for more than \$11,000 with an average of 14 bidders per vessel. The original contract (let in 1952) was for 4 vessels, two to be built at Withey's Shipyard in Silva Bay on Gabriola Island, and another two to be built at Mercer's Shipyard in New Westminster. Ultimately 6 were built, 5 at Withey's and one at Mercer. The 306 (Grizzly) and 308 (Cougar) were delivered by Withey's in 1954 and the 312 (Otter built by Mercer),



2—YAG 314, the Caribou, restored in Vancouver