

# GARDEN BAY SAILING CLUB

## Malaspina Regatta 2015 Volunteers

There has been a positive response to the request for helpers at the Malaspina Regatta. So far we have the following, but we could do with a few more volunteers.

### Friday 3 July:

**Garden Club Tent:** David Twentyman, Paul Kappeli

**Lions Tent:** John Mattison

**Power Squadron Tent:** Dale Keerfoot

**Ticket Registration:** Zoro Zabados

### Saturday 4 July:

**Food table monitors:** Mary Bentley, Darlene Kerfoot, Dianne Paulus

**Dinghy Races:** Dave Hoens

**BBQ:** Charlie Park, Tommy Spooner, Andy Paulus,

**Ticket Collection at BBQ:** Ted Bentley

**Ticket Sales (Saturday):**

**BBQ Set up helpers (during Race):**

**50/50 Draw Coordinator:**

Please contact David or Louise at [davidtwentyman@dccnet.com](mailto:davidtwentyman@dccnet.com) or 604-883-1199 if you want to help.

## New and improved?

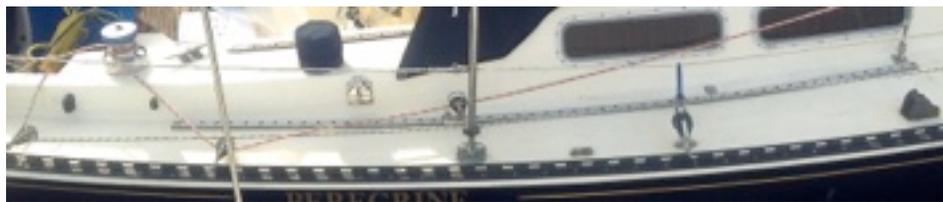
Whenever a change is made on a boat it can take time before the real benefits are known.

Last month I brought up the challenge we face with pin-stop genoa lead cars. The fact that they are impossible to adjust under load results in most of us setting them in an average position, and hoping that it will suffice.

If the decision is made to upgrade to adjustable lead cars the challenge becomes very expensive very quickly. This is because most of the alternatives require removing the old tracks, and replacing them with ones which are compatible with the new car, be it Harken, Lewmar etc.

There is, however, the opportunity to still utilize the tracks that are on your boat and have cars made to fit, which are low friction and adjustable under pressure. The maker is Gauhauer Marine in California.

Their E-Z Glide system has a normal block, but I asked them to change it to snatch-blocks instead. Three days after I placed the order they had made the cars to my specs, and I received and installed them a week later!



Before, with old Pin-stop genoa car



After, with Gauhauer E\_Z glide car



Snatch block closed



Snatch block open

The cost for two full sets, (2 stationary double blocks, 2 double block lead cars with snatch blocks, plus two extra cam cleat stoppers, which are optional), was US\$520 plus \$80 postage. This is only slightly more than the cost of just a single Harken car!!

Stay tuned to see how they work!

## Next Pub Meeting

The next Pub gathering will be held after the race on Saturday 18 April at the Garden Bay Pub. If there is no race then we will meet around 12 noon.

Please mark your calendars, and I look forward to seeing you there.

## Saturday Races

The month got off to a good start with six boats taking part in the race on 7 March. It was especially nice to see the return of *Infidel* (Dale Kerfoot) to the fleet. However, I have since heard that this has been interrupted by more engine work.

The second Saturday saw no race due to a poor weather forecast, but we did have a very good Pub Meeting! On March 21 six boats took part in a Bermuda Triangle race, but the winds were light. The last race of March saw three boats and little to no wind. Hopefully April will be better.

## Summer Series 2015

The Summer Race Series officially starts next Saturday, 4 April. Lets kick them off in good style with a large number of boats on the start line. Remember that just participating earns you points to the total. I look forward to seeing you there.

## Pender Harbour Days

The plans for this weekend are under way and details are to found here: [www.penderharbour.ca/schedule](http://www.penderharbour.ca/schedule)

Your support in getting the word out would be appreciated by the organizers.

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## Race Cruises

Andy Paulus has not received feedback to the proposed dates for this year's cruises so they will be as outlined in last month's Newsletter.:

6-7 June to Secret Cove

8-9 August to Van Anda

11-13 September to Princess Louisa

## Tell-tales

At the last Pub gathering it was decided that we should start a new column in the Newsletter. The idea is that we can all learn from each others mistakes, adventures or experiences. This is one of our experiences on *Boxer/Peregrine*.

It was the second year that we had owned our boat and we had decided to attend the C&C Rendezvous, which was being held at Silva Bay on Gabriola Island. As usual it was a good event and provided plenty of opportunity to network with other C&C owners and see what they had done to their boats.

We awoke on the morning that we planned to leave to find a NW wind howling through the bay, but the forecast called for the wind to ease by mid-day. We waited and eventually it eased up around 11.30. Many boats had departed so we decided to get ready to leave as well.

We exited Silva Bay and turned north up Commodore Passage in the teeth of a moderate wind of 15 knots. I hoped that it was just a funneling-effect and that it would ease as we got out into open water. Once there it did let up a little, but the sea state was fairly rough with 3-4 foot waves. We headed out and bucked our way north with the idea of stopping in Secret Cove, or if all went well making it all the way to Pender Harbour.

We settled in to the motion of the boat and "*Boxer*" (as she was called then) put her shoulder into the waves. All was well and it looked as if we might get home that evening.

We powered along at a steady 4-5 knots for the next half hour, but then there came a high-pitched squeal from the alarm! I glance over the transom and saw that there was no cooling water flowing from the exhaust.... we must have lost the impeller. I shut the engine off and let the genoa out to provide steerage, and told Louise, (who

was now wide-eyed and rapidly heading to panic!) to "hold this line and don't let go". (Louise later learned that she was holding onto a dud line, just to keep her calm. I was not popular when that was announced!) Slowly we turned "*Boxer*" around so we were pointing back to Commodore Passage. Louise then took the helm and I climbed into the lazarette to see if there was any obvious problem. The water filter looked clear and the belts were all intact. I knew that I would not be able to take the water pump off in the rough sea state so we continued to sail slowly back.

Once we were into more sheltered waters I asked Louise to call the marina and see if there was a boat that could come out to meet us, as we had lost power. They advised us that there was someone who would be there shortly. We partly furled the genny to slow our passage and then started to plan various alternate strategies just in case our rescuer did not show up. Could we sail all the way into Silva Bay? It is a narrow entrance, aptly called "shipwreck passage", and the wind would be flukey as we got behind the islands, but it was possible. The wind angle looked as if it would be all right to broad reach all the way to the dock! If that was not going to work we could circle at the approach in Commodore Passage until our tow arrived, provided that the current was not too fast! While Louise steered "*Boxer*", I prepared a bridle and put the fenders out.

There was no more time and we had to commit to one or other plan. We turned into the entrance and started to sail slowly down the narrow channel. It was rock lined on either side and no sooner than we had committed the wind began to ease and swing forward onto the nose. There was just room to tack but it would mean tacking again almost immediately. It would not be long before the lack of wind and continual tacking would rob us of all speed and steerage. The seagulls that had gathered on the rocks were cheering while standing only ankle deep!

I decided to do a 180 turn and head back to the Passage. But still there was no sign of our rescue tow. We had just completed our first circle in the passage, when a man on a small motorboat called over to us. "Are you the boat who had called for help?". Our problem was at an

end and we were soon tied up firmly to the dock.

### What did we do wrong:

- Set off on a trip without properly checking the boat out before hand.
- We had no spare impeller on board.
- We should have waited for the weather to clear a little more, not that it would have changed things.

### What did we do right:

- Stayed calm (well, one of us did!)
- Shared tasks between ourselves.

### What did we learn:

- How to strip a water-pump and replace an impeller (and save money)!
- To always carry a spare parts.
- Do a thorough check of the boat, as well as inventory spare parts before leaving.

## Paranker or Spinnaschute?

When I was looking out of the window the other day I thought that I saw *Starfighter* testing his RCAF surplus stock!

Was this his latest development in sails?



If so I hope he never uses his afterburner! Thankfully, it turned out not to be *Starfighter*!

Till next month, I wish you Fair Winds!

David Ll. Twentyman