

GARDEN BAY SAILING CLUB

Important Dates

Around the Rocks & Lasqueti Island

Distance Race: June 5-7

Vancouver/Nanaimo Single Handed:

June 6-7

Van Isle 360: June 6-20

27th. Round Bowen Race: June 13

GBSC Secret Cove Cruise: June 20-21

Malaspina Regatta: July 4

Pender Harbour Days: July 10-12

Next Pub Meeting

The next Pub gathering will be held on 13 June. As usual it will take place after the race, or at 12 noon if there is no race. This will also be the Malaspina Regatta preparation meeting. I look forward to seeing you there. Volunteers and Crews.

Summer Series

Up to the time of writing, the summer series has seen three close races in May, some exciting starts, and a race leader who forgot the course!

The winner in the first three races of May was *Peregrine* (41.5 points), followed by *No Name* (37.3) and *Wings II* (36.6).

In the year to date results the standings are *Peregrine* (93.9), *No Name* (71.5) and *Wings II* (67.9)

Pender Harbour Dock Management Plan

If you have not yet registered your vote please do it as soon as possible.

Malaspina Regatta

It is just over a month until the GBSC will be hosting the 26th Malaspina Regatta, and I would appreciate knowing who will be taking part. I realize that it is early to be asking you, but it does give us some indication of the numbers we can expect at the BBQ.

Although Fisherman's Resort has been sold by David Pritchard, the new owners have offered us once again the use of their beautiful facilities.

New Members

I am delighted to welcome Allyson Nelson and Richard Gaudreau as members of the GBSC. They own a Jeanneau 53 called Isabelle-Marie, and although they have not raced her I hope that we will see them on the course some day.

Allyson and Richard are the new owners of Fisherman's Resort and are also negotiating the purchase of John Henry's Marina.

Please join me in giving them a warm welcome.

Skipper Profile Tommy Spooner

It seems that I've always had a boat or two, though until I purchased *La Belle Rêve* they were all power boats. The first two with such innocuous names like *The Swamp Queen* and *The Manatee*. After those two boats came the work boats to transport my forestry crew, and were simply identified as the "blue boat" and the "white boat".

These power boats also served as fishing platforms and observation posts which kindled my curiosity about sailboats. While mooching at anchor at various fishing holes up and down the Sunshine Coast we would see these heavily wired and masted vessels glide through the fishing grounds with small 2 stroke motors whining or diesels chugging. Seldom did they have any sails hoisted even though in my mind there was plenty of breeze for propulsion. The sailboats that did actually sail by seemed too slow for anyone to actually enjoy for the amount of effort the folks on board seemed to expend.

My wife and I were finally invited onto an acquaintance's 40 foot ketch which he lived on in Secret Cove. I was impressed on how much living space was available below decks and how comfortable he seemed to be in this water borne mobile home. I questioned this fellow on why people chose sailboats over power boats if they never actually sailed. Happily he took

this as a challenge and two weeks later called to see if I wanted to go sailing. I met him and his boss down at the marina the next morning with a box of beer and snacks.

We motored out of the harbour into a light breeze and soon his cutter rigged ketch had all the laundry hanging. The best thing about this introductory trip was that the experienced crew wanted me to stay out of the way by standing on the companionway stairs where the GPS screen was located. As the breeze stiffened from the south-east I asked the skipper how fast he had ever sailed on this vessel and the reply was a disappointing 9 knots (although he grinned proudly). The breeze built into a strong wind soon after and spray was being blown off the caps of the waves as we neared Texada Island. I kept my eyes glued to the GPS which showed that our SOG was increasing to that magic 9 knot mark. As we surfed down the front a rather large wave I saw the speed jump to 11.2 knots and excitedly turned around to announce that we just set a new record for the skipper's boat! The look on the faces of these experienced sailors was surprising to me as they displayed extreme concern about our situation, and certainly did not share my enthusiasm for what was just accomplished. I didn't realize at the time that it was too late to reef (didn't even know what that meant or why we would want to as it was just getting to be fun for me), and with the sea state we couldn't come about with all the sails up. We porpoised along to Texada Island and finally gybed on a new course into Pender Harbour where we met up with some sailor friends of the skipper. There we ate our sandwiches and shared some cold beer until the short lived weather front passed on through. It was then through the conversations between these sailors I realized we had been flirting with some potential disaster. We spent a near hour restowing the skippers belongings as it looked like a bomb had gone off below decks. The trip back home was much less exciting and we actually needed to motor the last

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couple of miles back to her slip. Some have made this their last sailing adventure but I was sold on sailing!

I heard from a friend that he was connected with Claus Sjogren who had a sailboat that he raced. He thought Claus might consider an extra crewman along with Daryl once in a while. A phone call later put me on board Claus's *Pretender* the very next Saturday. This skipper had no intention of keeping me out of the way on the companionway stairs. As a matter of fact, if you weren't on deck doing something, well...you weren't doing something. Claus would tell me what he wanted done, how to do it and once it was done he would tell me why I did it. I ended up looking forward to every Saturday morning, but the races always seemed to end too soon. I found myself staring out over my deck at Sargent and Trail Bays too often wishing I was sailing instead of daydreaming of sailing. I spent many afternoons wandering the marinas looking at sailboats and chatting with owners. My wife, Heather, noticed my constant longing and I somehow convinced her that it was a need and not a want. Heather finally consented and the search for a suitable boat was immediately on. Heather was not and still is not interested in going fast. We can call it heeling all we want but to her it will always be "tipping over". So the boat needed to be more of a comfortable cruiser that we could occasionally race rather than a racer that we could occasionally cruise on.



We found "La Belle Rêve" at the Vancouver Rowing Club through Fraser

Yacht Sales. She is a 1985 Hunter 31 that was meticulously maintained by her previous owner. Her overall length is 31'4" with a 10'11" beam and a 5'3" draft. She weighs in at 9,900 lbs skinny and dry but is always full of overnight and camping gear, plus all the tools I should ever need in an emergency. Her name translates to "The Beautiful Dream" in English and "The Reoccurring Nightmare" in Irish. She was not endowed with many electrical add-ons and came only with a VHF, tachometer



and an old style depth sounder that I could never figure out. Her 13 h.p. Yanmar diesel had low hours on the clock and the mainsail was only 4 years old. We both loved her layout below deck, and she is a very comfortable boat for a couple of weeks on tour for the two of us. Since purchasing her on April Fool's Day 2011 (very fitting) she has put on some weight and I've obviously tried to keep up. I have since installed a Newport diesel furnace that helps to extend my cruising time, a new chartplotter/depth/fishfinder that also tells me the water temperature (as a reminder to do up the lifelines). I also installed a Raymarine auto-helm that I still haven't got to work properly yet.

Claus taught me enough to enjoy sailing with some degree of confidence and I'll always appreciate the opportunities he made available to me when I was boat-less.

La Belle Rêve is my first and most probably my last sailboat. One day all the stars will align; 1) a clean and polished hull, 2) an empty salon, fuel and water tank, and 3) an experienced racer on board who can make *La Belle Rêve* run with the wind. Until then she will suffice in getting me out on the water with my new found friends

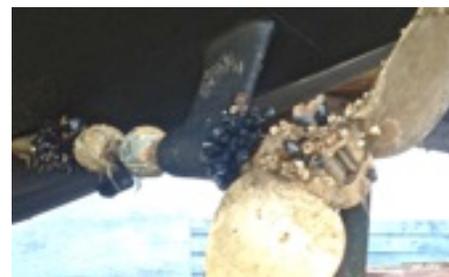
(GBSC) for our Saturday rendezvous and off to explore our Province's vast coastline that before now, I could only see from the air on my way to yet another forest fire.

New Oyster Bay Race Mark

Gerry Reynolds has very kindly donated a marker to the GBSC, which he has placed where we normally put the buoy towards Oyster Bay. This will be a permanent buoy, but we may have to move it a little in summer if it is found to be too close to any of the anchoring boats. Thank you Gerry!

This seems to work

Normally I haul *Peregrine* out in the



spring and then get a diver to give a gentle scrub and remove barnacles and muscles in the Fall. The above shows the growth after six months!



Last year I applied *Pettit's Prop Coat Barrier Spray*. I did not get the diver in September so the picture above is after a full year. I think it works so why not give it a try? I have a full can so if anyone would like to use it give me a call.

Fair Winds
David Ll. Twentyman