

CRYC

CAMPBELL RIVER YACHT CLUB



Dedicated to bringing ENJOYMENT to all aspects of boating.

***NEWSLETTER –
4TH QUARTER, 2023***

Visit us on our website at:

<http://www.cryc.ca>

Visit us on our Facebook group page at:

<http://www.facebook.com>

(search Campbell River Yacht Club)

Commodore's Message

Greetings of the holiday season to all. I trust you enjoyed your time on the water this past year with family and friends. Let us all look forward to a great 2024 with new adventures and explorations of our wonderful marine environment.

I take this opportunity to introduce the new executive for 2024.

Commodore	Doug McGregor
Past Commodore	Wade Major
Treasurer	Alan Marsh
Secretary	Glenys Dolinsky
Directors	Dan Swain, Marg Swain, Stephen Gardner, Bill Dolinsky, Marcia Smith

A very special thanks goes out to Dan and Marg for their tireless efforts to coordinate and plan all of our events. Also the same to Oda and Dean for arranging our luncheons throughout the year.

I extend a warm thanks to Wade on behalf of the club for his steady helmsmanship as commodore these past 2 years I look forward to navigating through the duties with his help and guidance

Wishing you all a very Merry Christmas and Happy New Year.

Fair winds and calm seas,
Doug McGregor
Commodore

Editor's Notes

Another year has come and gone...I hope everyone has had a good one and is looking forward to another good year ahead. As my boat is now winterized and safely moored, I'm in the comfort of a warm den at home with a cheery fire going and looking out at another southeaster blowing. It always brings me to wondering how it would be out there with the tide rips and foamers raging in, as the flood tide forms up against the 40 knot southeasterly gale.

As a history buff, I always enjoy a good book at this time of year and I am about to take up Captain Joshua Slocum's "*Sailing Alone Around the World*", a timeless work that has fascinated readers the world over. In addition to books, I've found some interesting videos on the UTube Channel. These include:

<https://www.youtube.com/watch?v=AS01pYi2S38>

[The Last Cape Horners - YouTube](#)

[Four Masted Barque rounding Cape Horn 1928 - Captain Irving \(youtube.com\)](#)

It never ceases to amaze me how man has challenged the awesome power of nature at sea! The first video details the dying years of commercial sail with the "windjammers" plying the seas bringing grain from Australia to the British Isles and other European ports in the period between the 1920's and 1940's when steamships began to eclipse the dominance of the old wooden-hulled sailing vessels. The next two bring to life the conditions at sea in a sailing vessel in that most dangerous stretch of water at the southern tip of South America, known to the old-time sailors as "The Rock". Yes, it's very easy to wonder what life would be like out there from the comfort of a warm house on land!

Steve Gardner

"Dance Lightly"

NOTES OF INTEREST

Calendar Items:

- **Men's and Ladies Lunch: TBA via email.**

Note: All planned social events will be confirmed by email, with more details. Un-planned social events, such as cruising hook-ups, are encouraged.

November AGM: The CRYC Annual General Meeting was held at the Fish and Wildlife Clubhouse on November 10. Many thanks go out to all the volunteers that made this night a success.



Christmas Party: On December 10, the CRYC Annual Christmas Party & Dinner was held at the Fish & Wildlife ClubHouse. There was as always a great turnout and by all accounts the food was excellent, with the turkey provided by the Club and cooked to perfection by Maureen Major. And thanks also to the CRYC band that provided great entertainment at this event.







Announcements



We Support BC Marine Parks Forever <http://www.marineparksforever.ca/>

EDITOR'S NOTE: The Marine Parks Forever Website has some great tips and informative articles on stern tie methods (I highly recommend visiting this site). There is also some great information on tree damage (in particular arbutus trees) that can occur from stern tie rope abrasion. It's recommended that boaters not use live trees as stern tie points whenever possible, and when it is necessary, use a towel or rag around the tree and do not free spool the stern tie rope around the tree when retrieving, thus preventing excessive bark damage.

Marine Parks Forever –

The Campbell River Yacht Club donates each year to the B. C. Marine Parks Forever Society. Our membership donates \$10.00 each to Marine Parks Forever, as a surcharge on the Annual Dues. CRYC issues tax refundable receipts for these individual donations. Thanks to your generosity we can continue to support this worthwhile BC charity. For more info, see <http://www.marineparksforever.ca/>



B.C. Marine Parks Forever Society

400 Newcastle Avenue • Nanaimo , B.C V9S 4J1 • Canada

www.marineparksforever.ca

The B. C. Marine Parks Forever Society received feedback regarding the recent improvements to the Stern Tie Program (in particular Desolation Sound and Teakerne Arm Marine Parks). Attached is a map of the Desolation Sound Area (courtesy B. C. Parks and Recreation Website: not to be used for navigation). Recent stern tie improvements include both the Desolation Sound anchorages at Tenedos Bay and at Grace Harbour, as well as the Teakerne Arm Marine Park on West Redonda Island. As a result, a program of installing yellow tags on all stern tie anchor points was completed this year, in order to make the anchor points more visible to boaters. For more information on the stern tie program and other improvements, please visit <http://www.marineparksforever.ca> or <http://www.env.gov.bc.ca/bcparks/info>



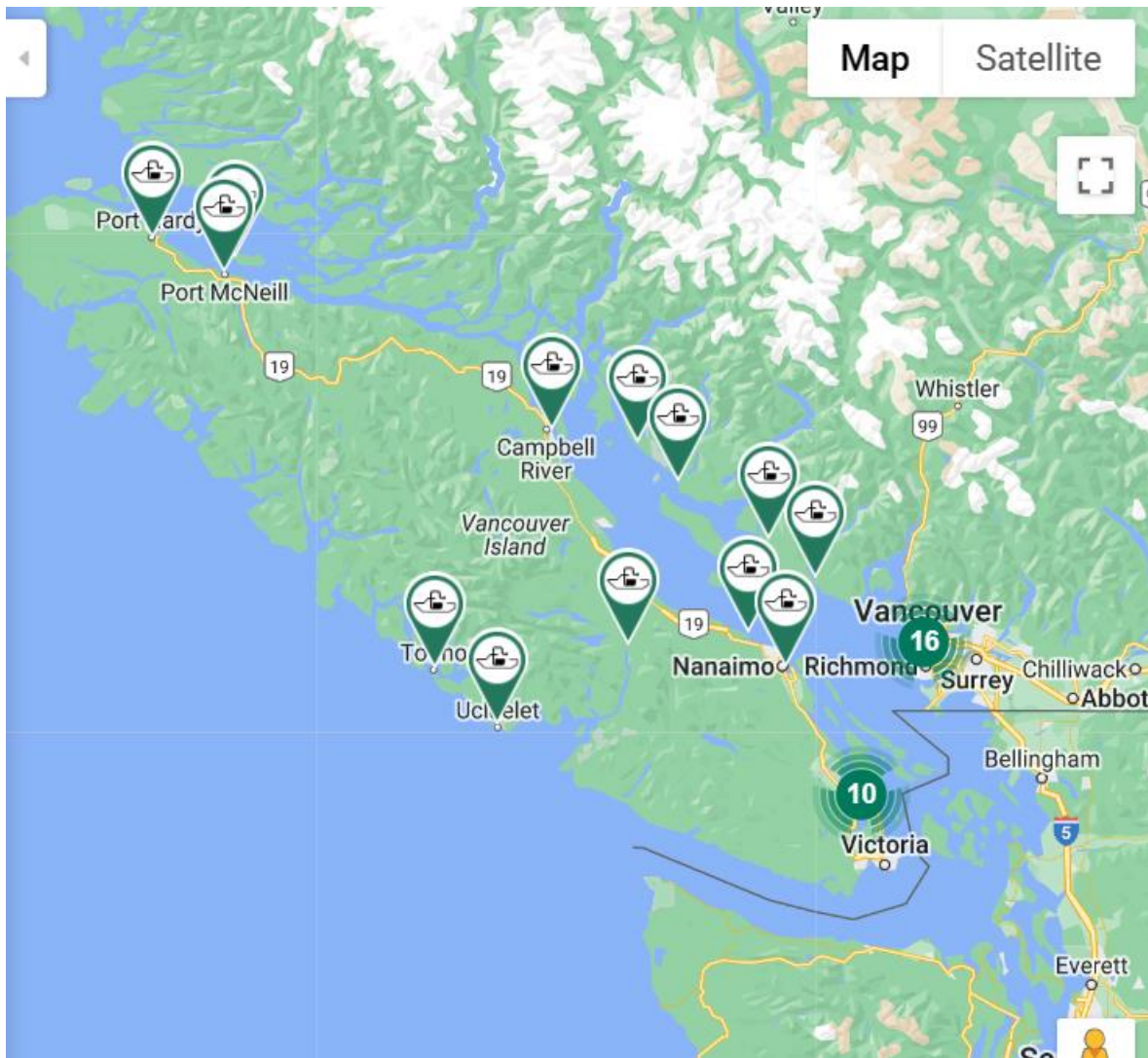
A general note regarding Transport Canada Pleasure Boat Regulations (*according to the BCCYC there is some serious consideration being given by the regulators to require that lifejackets be worn at all times*):

- You are required by law to have a lifejacket or PFD (Personal Flotation Device) on board for each person on a watercraft. This includes human-powered craft.
- A lifejacket is your best defence against cold-water shock. Research shows that unexpected immersion in cold water is a serious risk to life if a boater is not wearing a flotation device. This is true despite the boater's experience, closeness to shore, and even swimming ability.
- A sudden fall into cold water can seriously affect breathing, nerves, and muscle strength. A lifejacket gives you thermal protection as well as keeping you buoyant.

Link to DOT website: <https://tc.canada.ca/en/marine-transportation/getting-started-safe-boating-/choosing-lifejackets-personal-flotation-devices-pfds>

In case of emergency... Channel 16 on the VHF Radio for the Canadian Coast Guard. The Canadian Coast Guard website lists the following contact numbers for BC: Toll free (within region) 1-800-567-5111; Phone 1-250-413-8933, Cellular #727

http://www.ccg-gcc.gc.ca/eng/CCG/SAR_Rescue_Centre_Contact_Information



The Council of BC Yacht Clubs has provided a map showing the locations of marine pump-out stations along our part of the coast.

For those of you interested in studying regional weather patterns, Environment Canada has just produced a very detailed study on regional B.C. coastal weather patterns. Its available from the Environment Canada website:



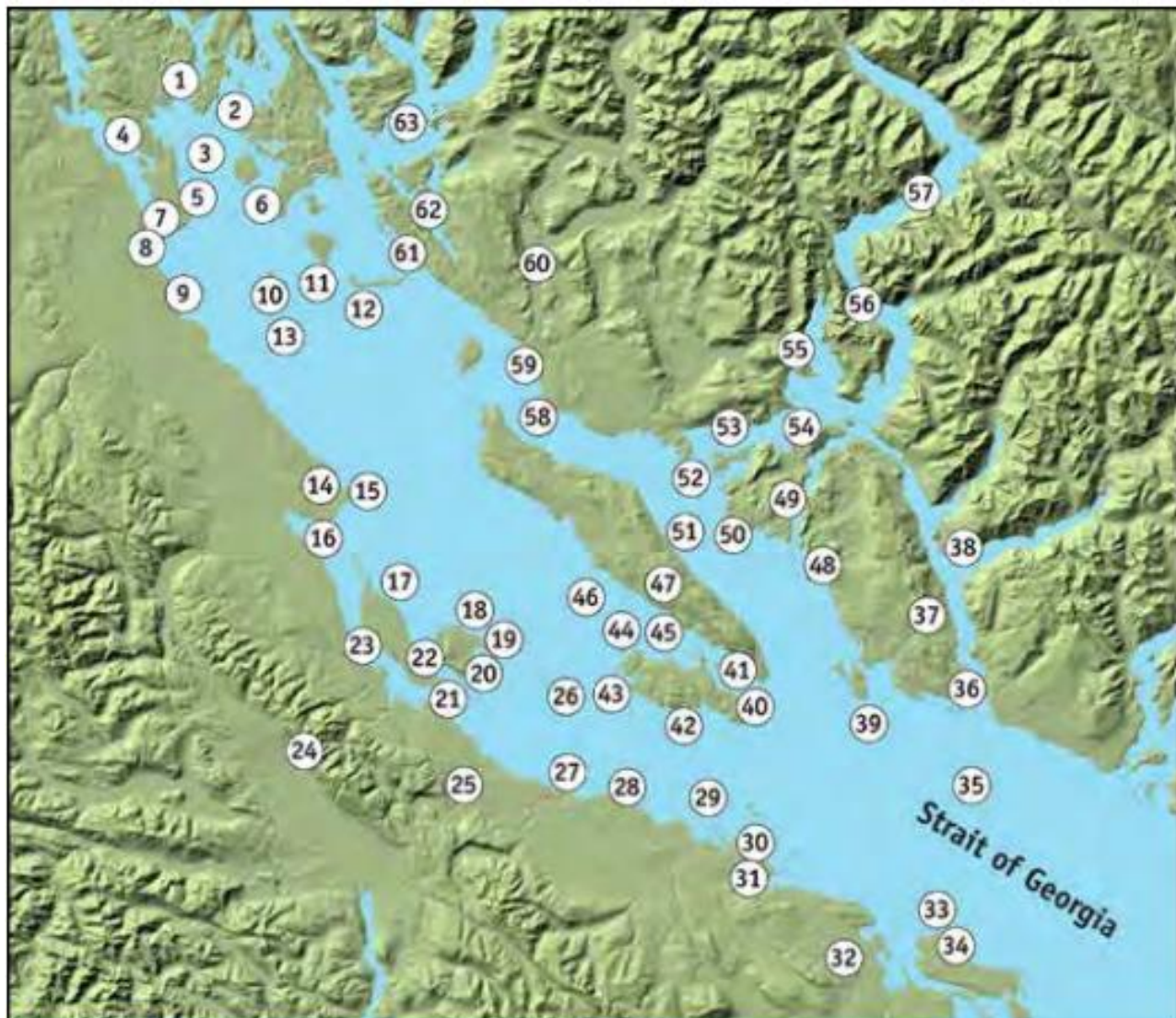
Environment
Canada

Environnement
Canada



National Marine Weather Guide British Columbia Regional Guide

**I found a really good reference map on the Georgia Strait area,
reproduced below:**



Strait of Georgia

- | | | |
|----------------------|---------------------|---------------------------|
| 1. Hoskyn Channel | 22. Lambert Channel | 43. False Bay |
| 2. Read I. | 23. Baynes Sound | 44. Scottie Bay |
| 3. Sutil Channel | 24. Beaufort Range | 45. Sabine Channel |
| 4. Discovery Passage | 25. Home Lake | 46. Texada I. |
| 5. Quadra I. | 26. Sisters I. | 47. Mt. Davies |
| 6. Cortes I. | 27. Qualicum Beach | 48. Pender Harbour |
| 7. Cape Mudge | 28. French Creek | 49. Agenemnon Channel |
| 8. Campbell River | 29. Ballenas I. | 50. Nelson I. |
| 9. Oyster Bay | 30. Schooner Cover | 51. Malaspina St. |
| 10. Mitlenatch I. | 31. Nanoose Bay | 52. Hardy I. |
| 11. Hernando I. | 32. Nanaimo | 53. Saltery Bay |
| 12. Savary I. | 33. Entrance I. | 54. Jervis Inlet |
| 13. Sentry Shoal | 34. Gariola I | 55. Hotham Sound |
| 14. Comox Airport | 35. Halibut Bank | 56. Prince of Wales Reach |
| 15. Comox Bluff | 36. Sechelt | 57. Princess Royal Reach |
| 16. Comox Harbour | 37. Sechelt Inlet | 58. Grief Pt. |
| 17. Denman I. | 38. Salmon Inlet | 59. Powell River |
| 18. Hornby I. | 39. Merry. | 60. Powell Lake |
| 19. Helliwell Pk | 40. Bull Passage | 61. Lund |
| 20. Tribune Bay | 41. Jedediah I. | 62. Okeover Inlet |
| 21. Chrome I. | 42. Lasqueti I. | 63. Desolation Sound |

CRYC BURGEE'S AVAILABLE NOW.

The CRYC Executive has on hand a new supply of CRYC burgees: For existing members, and new members, these are available at a cost of \$25.00 each. Please contact Dan Swain at 250-203-9100 to place your order.

Membership News...

The club currently has a total of 17 paid-up members and 2 Honorary Lifetime Memberships. The Club dues for 2024 are pegged at \$150.00 which includes a \$10 donation to Marine Parks Forever.

Please notify Alan Marsh or Doug McGregor if you have a change of address, e-mail or telephone so the club can keep our Membership List up to date.

The mailing address for the Club is:

Campbell River Yacht Club,

2641 Campbell River Road, Campbell River, B. C., V9W-4P1

Mr. Alan Marsh, the CRYC Treasurer for 2024, is responsible for the collection of membership dues. If there are any questions related to membership, please contact Alan at 519-375-7625.

CRYC Annual Donations: In addition to our Annual Donation to Marine Parks Forever, the Club was able to donate \$325.00 to the local Campbell River Food Bank, (a worthy recipient).



CRYC Commodore Doug McGregor presenting a donation to the Campbell River Food Bank.

Members Boat

In this issue, long-time members Leo and Dona Lambert are presenting their Catalina 310 ***“White Tara”***. The Catalina 310 is a very popular production boat.



Leo and Dona Lambert aboard “White Tara”, a Catalina 310.

“White Tara” was built in 2000 and Leo purchased her in 2003. The Catalina line of sloop-rigged sailboats was founded by Frank Butler, with production facilities in North Hollywood, California. Mr. Butler began production of Catalinas with a 22ft sloop-rigged daysailer in 1969. Then he introduced a number of larger models which included the Catalina 27. This model (of which more than 6000 were built) was one of the most successful production boats ever built, many of which are still loved and sailed today. The 310 model was introduced in 1999 by designer Gerry Douglas. More than 300 hulls of the 310 model were built between 1999 and 2008, when it was discontinued. Leo’s boat is one of the first hulls to be produced.

The Catalina 310 was specifically designed for a cruising couple and is well-suited to coastal cruising along the east coast of Vancouver Island. Leo and Dona had ***“White Tara”*** contracted to a charter operator in Comox for a few years. She is well-suited to charter work, and is an easy sailor, with a furling headsail and an in-mast furling mainsail. For many of the last few years, Leo and Dona sail her south into the U.S.A. and attend the annual Catalina owners regatta.

The Catalina 310 has a fin keel (with bulb) and a spade rudder. The larger-keel models draw 5 ft. 9 in. and have a gross displacement of 10,700 lbs. The 310 has an 11 ft 6 in beam which provides good stability and a lot of extra space below decks.

Very recently, Leo completed many upgrades to “White Tara”, including the addition of a solar panel arch as shown:



Leo has contributed the following text (with attached photos) which describes his upgrade work:

“White Tara is a Catalina 310 bought in 2003 built in 2000.



Hull Type: Fin w/bulb & spade rudder
Rigging Type: Masthead Sloop
LOA: 31.00 ft / 9.45 m
LWL: 26.50 ft / 8.08 m
S.A. (reported): 493.00 ft² / 45.80 m²
Beam: 11.50 ft / 3.51 m
Displacement: 10,300.00 lb / 4,672 kg
Ballast: 4,000.00 lb / 1,814 kg
Max Draft: 5.75 ft / 1.75 m
Construction: FG
Ballast Type: Lead
Designer: Gerry Douglas

“The first change I completed was to change out the electrical panel that came from the factory, to one that each circuit would have its own breaker both on the AC and DC side. On the AC side I also installed a meter that shows not only the voltage and Hz but amps / watts being used. I also have one for the DC side but not installed as yet. This change was done using DIM rail breakers and blocks broken down to AC, DC switched and DC un-switched circuits.

As for the batteries I removed 4 flooded golf cart 6 volt 225 amp/hr, 63 lb each and replaced them with 2 lithium 12 volt 100 amp/hr eco-worthy units at 24 lb each. The flooded batteries have a total of 450 amp/hr but only 30% of that is usable unless you want to kill them. For the lithium I can use the full 200 amp/hr with no major harm. It's been 1 year using these units with no problems and what I have found is the power output is fairly steady above 13 volts making the fridge/freezer work better.

With lithium installed you have to protect the alternator when the engine is running as the BSM (Battery Management System) will cut off the power input from the alternator like a switch turning off that could/will blow the alternator diodes. The way I protected from doing this is installing a Victron FET unit (battery isolator) that ties in the starter battery AGM and house bank so if the BMS shuts down the house charging the starter battery is still on line for the alternator.

I also have a FET installed on the charger side so the batteries are isolated as they are completely isolated with their own on/off switch.

The next change was to install solar panels I made an arch for four 100 watt panels so far no problems, I also installed a 200 watt flex panel on the dodger replacing two 65 watt panels. Each group (4 panels, plus flex) have their own MPPT controller. Last year we would see the battery down to 85-90% state of charge (SOC) and before noon we would be back to 100% SOC.

I also upgraded the battery monitor that was 20 years old to a new Renogy unit that shows SOC with loads usage in amps and watts.

For fridge I installed a Temperature Controller ITC-1000F 12V Digital so we can see what temperature is in the fridge and control it externally.

As we are on the boat full time until our home is rebuilt we now have Star Link and a 32" tv for entertainment.



Electrical panel light on bottom are for indication i.e. windlass, propane, bilge pump. Below the FM radio is the fridge control. The unit that is colored is the AC monitor. You may see 2 breakers for the bilge pump one is for auto the other is manual in doing this I never have to worry if I have not placed the pump back to auto and both circuits are protected.



This photo is the solar monitor and diesel heater controller.



This photo is looking forward, as you can see the TV unit that's on a swivel so it can be viewed in the V-berth



This is the battery isolator used to protect the alternator.”

It’s great that we have at least one boat in our fleet that has converted over to Lithium Ion... Leo is available to answer any further questions on the conversion in case anyone else is taking on this task.



“White Tara” at her moorage, E Dock, Discovery Harbour Marina.