

**CRYC**

**CAMPBELL RIVER YACHT CLUB**



*Dedicated to bringing ENJOYMENT to all aspects of boating.*

***NEWSLETTER –  
4TH QUARTER, 2024***

***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**

Seasons Greetings and wishing all a Happy New Year and a great 2025!

We should expect a great year for sailing, boating and fishing as we have passed the winter solstice and heading towards the vernal equinox at about 30 kilometres a second around the sun. The board will meet in February to discuss our calendar plan for events and rendezvous.

Trust all enjoyed a nice Christmas and we will see you next year on February 19th for our first meeting of 2025.

Regards to all,

**Doug McGregor**  
**Commodore**  
***"Kismet III"***

## *Editor's Notes*

Here's to a year gone by and looking ahead to another one! For those of us lucky enough to be of good health, it's a time to give thanks for our health and well-being. It's so easy to take life for granted! I'm convinced that boating of any type, but especially sailing, adds to our mental well-being and increases our appreciation of the wonders of nature, and all things great and small.

At this time of year, I like to relax beside a warm fire with a good book. Many years ago I was lucky to acquire a signed copy of the book "Vancouver Island's West Coast, 1762 – 1962", authored by George S. W. Nicholson (Morriss Printing Company Limited, Victoria, British Columbia, 1962; seventh printing 1972). This will be the third re-reading for me. It is such an interesting piece of work and has a lot of first-person recounting in it. The west coast of Vancouver Island has such a rich history and the chronicling of many of the famous shipwrecks along this stretch of coastline as done by Nicholson is very riveting reading. For a fair-weather sailor like me, some of the accounts in this book are hair-raising, and it's difficult to imagine the extreme weather conditions that some of these ships had to endure on a day-to-day basis, just as part of their regular transits. The toughness of both passengers and crew in the early days of ocean passages is exemplified in this book, as is the razor-thin margin between sanity and madness when disaster strikes. The short preface to the book is very astute and in a single sentence portends a tenet which many of us today have either forgotten or have been led to believe of no relevance:

***"A wise nation fosters national pride and love of country  
by references to the past." Joseph Howe***

For those of us who are naval history aficionados and are digitally inclined, there is a great site on utube done by a young student by the name of Olivier Goossens-<http://www.youtube.com/@heartofoak5153>. He is also on "X" as Heart of Oak @HMWarships. His work is detailed and presents many of the facets of naval history that shaped the world as we know it today.

**Steve Gardner, Editor**  
***"Dance Lightly"***

# **NOTES OF INTEREST**

## **Calendar Items:**

- **Men's and Ladies Lunch: TBA via email. A warm thank you to Dean and Oda Willows for their long-standing contribution to overseeing and organizing these lunch activities.**
- **Our Commodore is envisioning an executive meeting in early February 2025, followed by a general get-together on February 19 to kick off the New Year.**

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

**At the recent Annual General Meeting held at the Fish and Wildlife Clubhouse on Wednesday, November 27, 2024 the new (old) executive was voted in for the year 2025, as follows:**

**Doug McGregor, Commodore  
Marcia Smith, Secretary  
Dan Swain, Treasurer  
Anne Weerstra, Director at Large  
Bryne Weerstra, Director at Large  
Steve Gardner, Director (Newsletter)**

**The year 2024 saw a new updated Campbell River Yacht Club Constitution and By-Laws enacted and ratified, under the good governance and direction of our past and current Commodore, Mr. Doug McGregor. This was the first time that the Constitution and By-Laws had been updated in the Club's 42 year history.**

**The local weather has been rather unsettled going into the winter season, and**

**two powerful windstorms have resulted in some storm damage to watercraft and facilities. Some of the fish cleaning stations have been damaged at Discovery Harbour, and more than one boat has sustained damage. Fisherman's Wharf also was hit hard, and some boats incurred sail damage.....**



**Plate 1. Headsail damage incurred from the November windstorm at the Fisherman's Wharf.**

**Just recently, most of the facilities and businesses along the waterfront at Telegraph Cove, just outside of Pt. McNeill, were ravaged by fire. This is a huge loss to the boating community, as Telegraph Cove with its protected harbour and quaint waterfront was an important stopping and victualling point for boaters undertaking the trip to the Broughton Archipelago from points south. As the facility was shut down for the winter months, it is not known what caused this fire and an investigation is on-going.**

**Council of B. C. Yacht Clubs (CBCYC) November 2024 Meeting Minutes and Newsletter: The Council of B. C. Yacht Clubs issued their newsletter following the November meeting. The newsletter flagged a number of issues, which included the following:**

- **Princess Louisa Park infrastructure (including docks and mooring buoys) is in dire need of emergency rehabilitation, and \$700,000 has been earmarked for this work, although it has been proceeding very slowly due to bureaucratic and permit impediments.**
- **A derelict boat collection program in Cadboro Bay and Saanich is progressing positively, in conjunction with local government.**
- **There is a new ship-breaking enterprise occurring in Baynes Sound which is dismantling and scrapping large and small vessels, some of which are originating out of Province. There is some question as to pollution control at this facility and this is being investigated.**
- **There are some new regulations involving no-anchorage zones at Prideaux Haven to preserve eel-grass beds. These zones will be posted in the near future.**



## Recent Events:

The fourth quarter at CRYC included the following:

- **Wednesday, Oct. 16 at the F & W Clubhouse: A general meeting was held, with an Octoberfest dinner following. There was a good turnout and everyone enjoyed the dinner which included German favourites.**



**Plate 2. Commodore Doug McGregor relating some of the early history of Octoberfest.**



**Plate 3. CRYC members enjoying the great dinner at Octoberfest.**



- The November 27<sup>th</sup> CRYC Annual General Meeting, held at the Fish & Wildlife Clubhouse, included members voting in the new Executives for the 2025 Calendar Year, and a dinner following.
- The Christmas get-together was held on December 8 at the Fish and Wildlife Clubhouse. There was a good turnout and all members enjoyed the singing of Christmas carols with Commodore Doug McGregor accompanying on the guitar. The dinner featured a traditional Christmas meal with turkey supplied by the Club and cooked to perfection by Wade and Maureen Major, and sides provided by the membership. Everyone enjoyed the “Secret Santa” exchanging of gifts, following the meal.



**Plate 4. CRYC members socializing at the Christmas get-together.**



**Plate 5. The “Secret Santa” gift exchange was enjoyed by all.**



## 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](http://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.

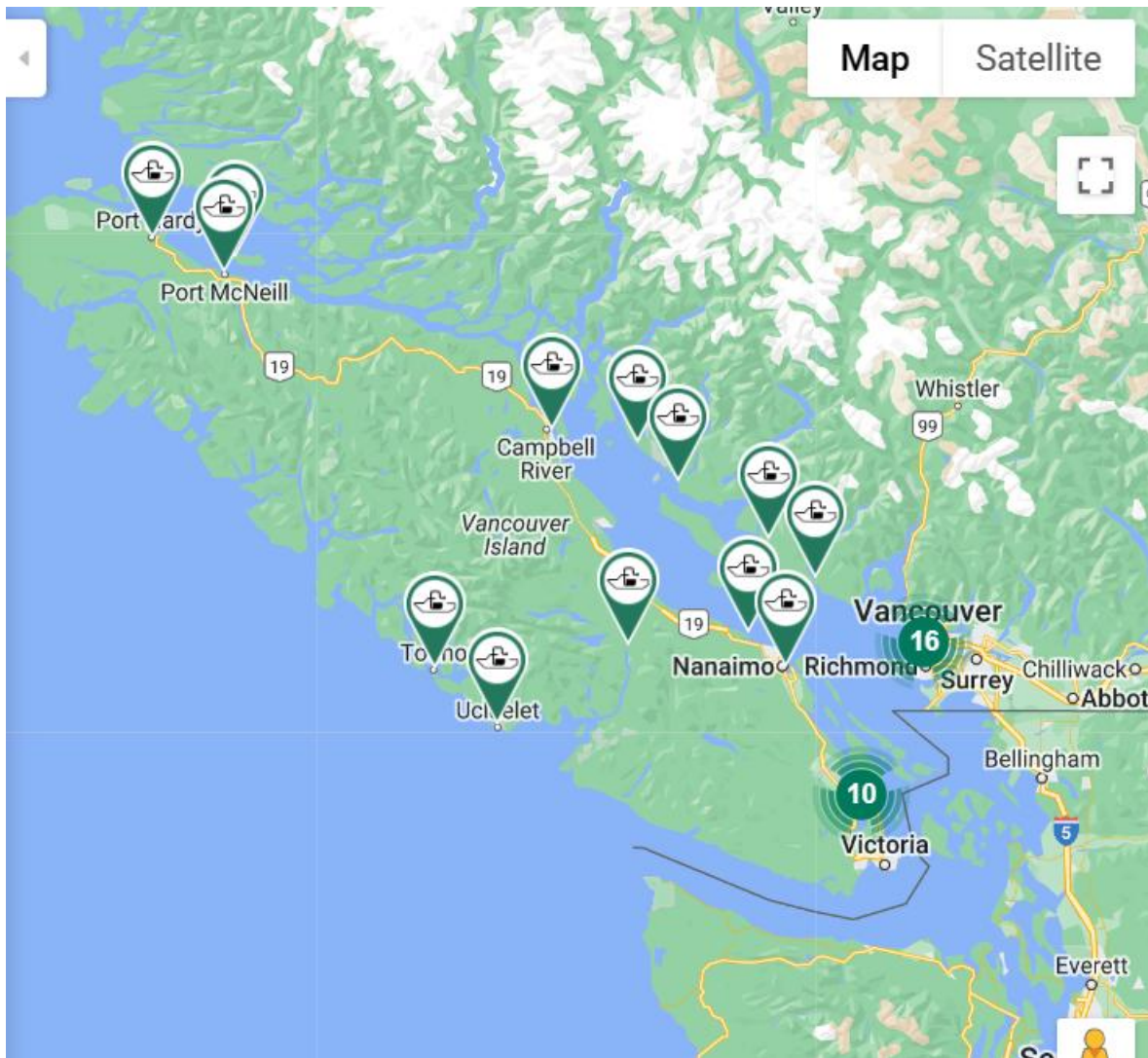
Link to DOT website: <https://tc.canada.ca/en/marine-transportation/getting-started-safe-boating-/choosing-lifejackets-personal-flotation-devices-pfds>

**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](http://www.ccg-gcc.gc.ca/eng/CCG/SAR_Rescue_Centre_Contact_Information)

Another item to note involves the testing of the CO2 cylinders employed by most of the inflatable life jackets that are so popular today. The cylinders should be checked annually to ensure that they have not been subjected to inadvertent decompression. Replacement kits are available at most marine retail outlets.





**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 produced a very detailed study on regional B.C. coastal weather patterns. Its available from the Environment Canada website:**



Environment  
Canada

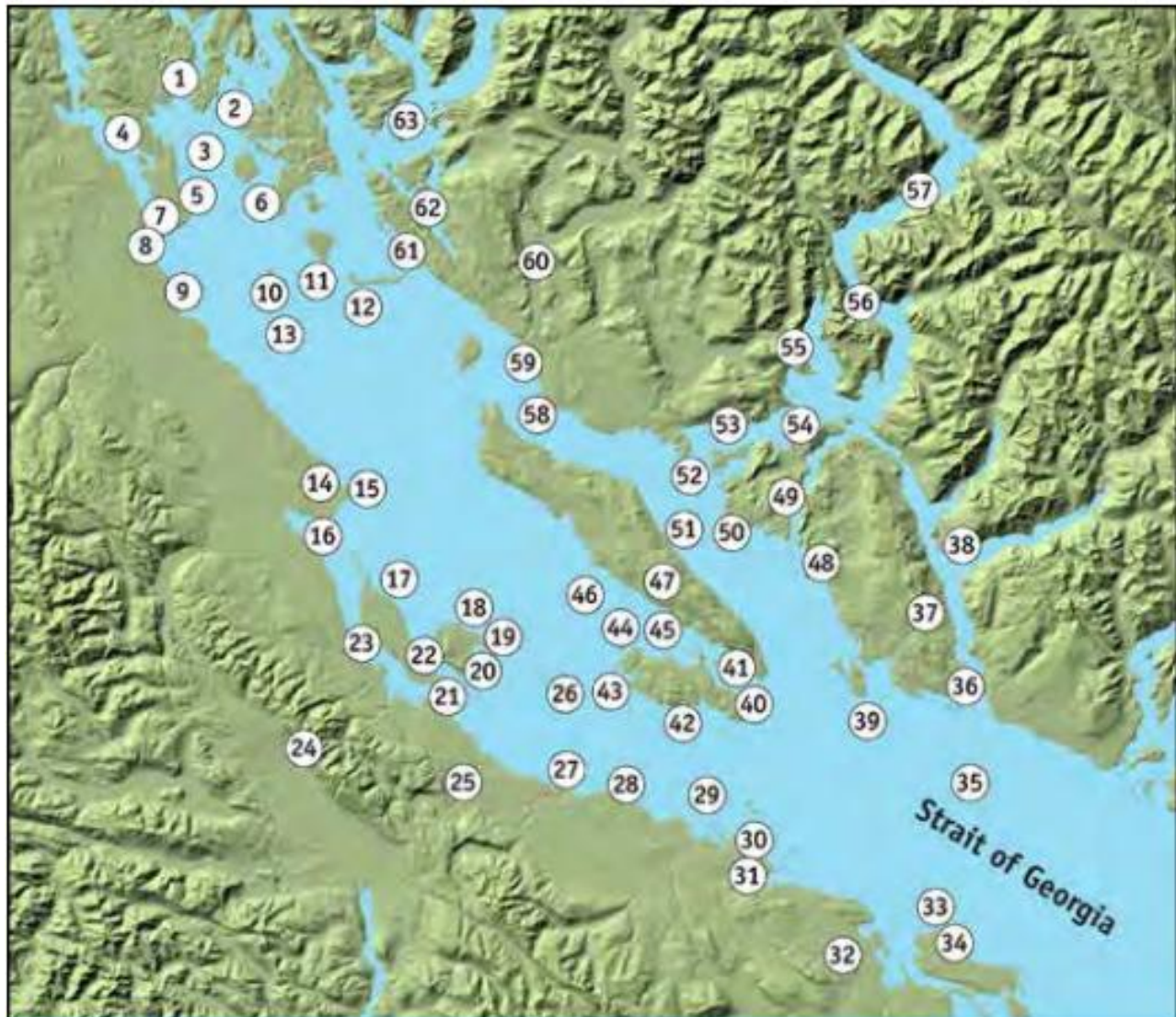
Environnement  
Canada



# National Marine Weather Guide British Columbia Regional Guide

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





## 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 Memberships, 2 Life Memberships, and 2 Honorary Memberships. The Club dues for 2025 are pegged at \$150.00 which includes a \$10 donation to Marine Parks Forever. 2025 dues are payable starting November 1, 2024.**

*Please notify 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**

**Doug McGregor is responsible for the collection of membership dues. If there are any questions related to membership, please contact Doug at (250)926-2541.**

**CRYC Annual Donations: In addition to our Annual Donation to Marine Parks Forever, the Club was able to donate \$405.00 in 2024 to the local Campbell River Food Bank, (a worthy recipient). The Club Treasurer reports that an Anonymous gift of \$91.65 was bestowed to the Campbell River Yacht Club Foundation during the 2024 year, the proceeds of which will benefit Club activities.**

## Member's Boat

In this issue of the newsletter, I am showcasing "***Aquila II***", owned by Dennis and Rita Frewer. "***Aquila II***" is the second Truant Triad 370 in the CRYC fleet (see 3<sup>rd</sup> qtr newsletter) and this is remarkable because only 40 or so vessels of this type were built. The Truants were built by the renowned Canadian boat designer and marine architect William (Bill) Garden. Wikipedia provides a description of William (Bill) Garden:

"Garden was born in Calgary, Alberta. His family moved to Oregon (and later Washington) while he was a child in 1924. After graduating from high school in Seattle, he studied boat building at the Edison Technical School, which later became part of Seattle Central Community College. He then went to work for Andrew's Boat Company on Seattle's Portage Bay and by the age of 24, had turned out more than 50 vessel designs. He served at an army ship repair facility in Adak, Alaska – "I was the only man in the Army employed in what I liked doing." He was discharged in the spring of 1946 as a Master Sergeant, After World War II Garden became licensed as a naval architect and set up his own design shop in Washington. He moved to Victoria, B.C., in the late 1960s and bought a nearby private island he renamed Toad's Landing, where he did his design work from then on.

He was made a Member of the Order of Canada in 2006 in recognition for being "an accomplished naval architect and marine engineer".

He died April 29, 2011, at age 92."

Over the span of many years, Garden designed a plethora of boats, many of which were wooden boat designs for workboats etc. He published a number of books on his boat designs. In the 1970's, with the advent of fibreglass, he modified some of his designs to accommodate the new plastic: the Truant Triad was one of these modifications.

Not that many Triad boats were built and there seems to be some discussion as to the total, but it would seem that the numbers range from the low 20's to perhaps



40. The Triad came with two models, an offshore model (called “the Turtle”) which was a true pilothouse design with a second enclosed helm station, and a cruising model which had a smaller pilothouse and a larger cockpit. “*Aquila II*” is the full pilothouse design. The following pages detail the specs for “*Aquila II*”, as provided by Dennis:

Aquila II is a sloop rigged pilot house sail boat built by Truant Marine on Salt Spring Island B.C. in 1981. She stayed in the Victoria area having very little use for her first ten years. Dennis and Rita Frewer bought her in 1991 and brought her up to Comox where she spent four years before being brought to Campbell River where she now resides at the Discovery Harbour Marina in berth J27.

Over the years she has had many additions and upgrades to meet the requirements for comfortable coastal cruising in the foggy islands of the Broughtons and beyond.

The most significant addition being the installation of a hydronic heating system that circulates hot water throughout the boat.

VHF and SSB radios were added.

A Navico autopilot became part of the crew to assist in the long legs of the voyages.

An Ample Power battery system was installed to monitor new batteries and a Solar panel that provide 12 volt power to the fridge, freezer and other additional add-ons.

The anchoring system was upgraded to handle a 60 pound Bruce and a 45 pound CQR anchor for worry free sleeping.

Radar was added along with a Nobel Tech navigation system and GPS to assist with the dead reckoning system that of course still prevails.

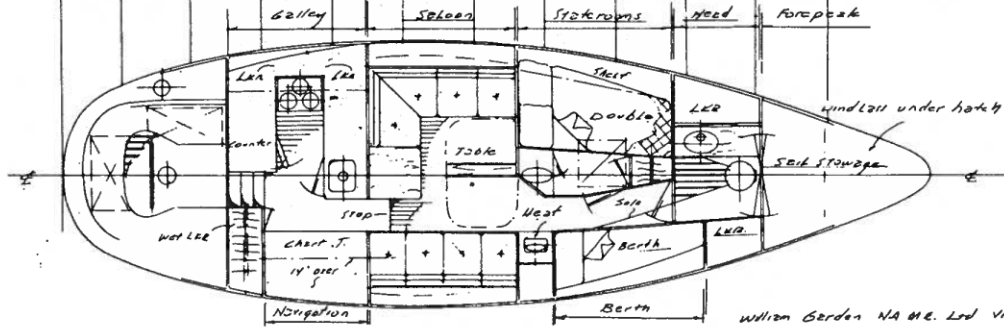
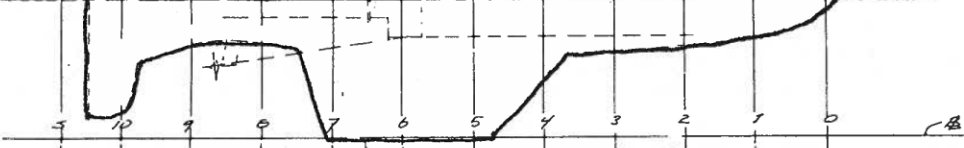
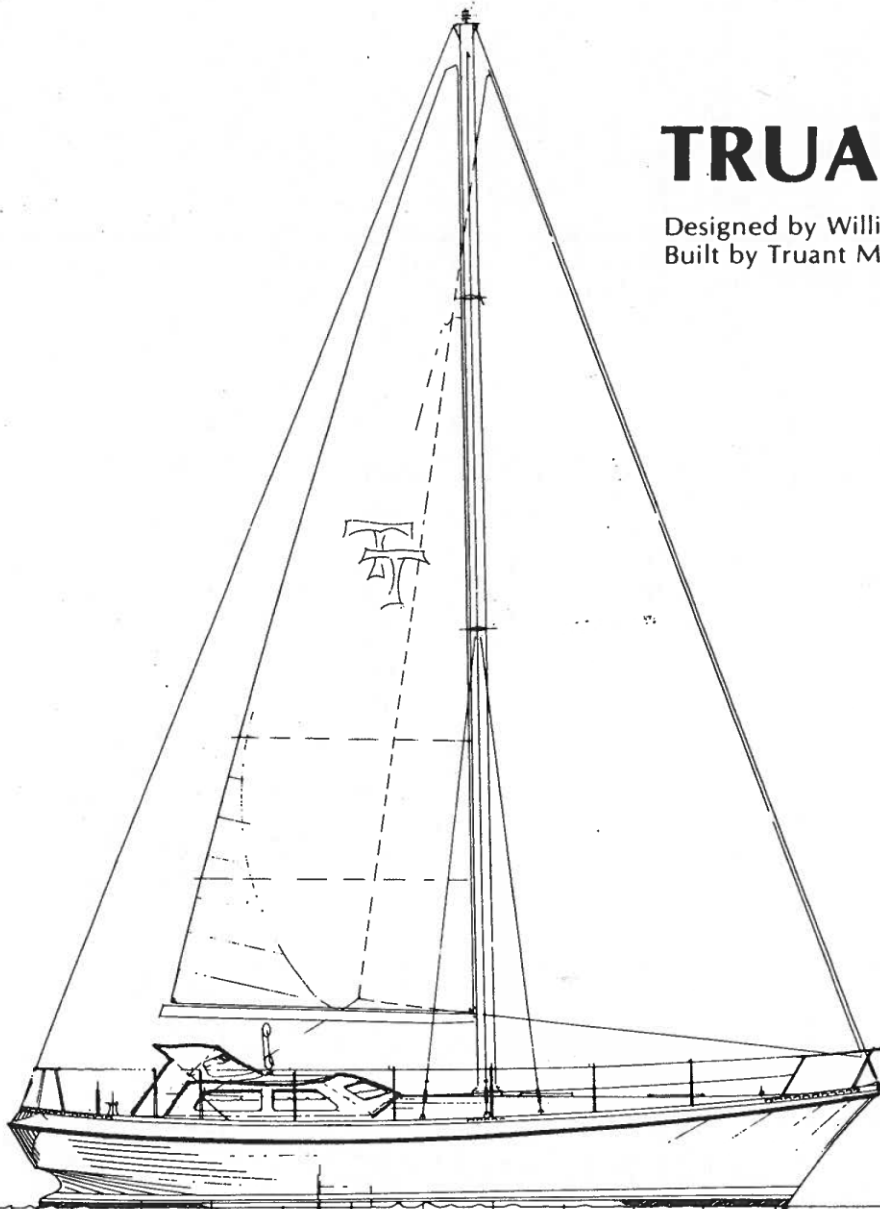
Davits added to the stern and an 8 ft. inflatable dingy make for easy and enjoyable shore excursions.

The original Yanmar engine was replaced by a new Yanmar in 2009 to give her many more years of cruising.

The decks and cabin are under going painting by using International Brightside paint, which will continue again next summer. It is producing a very pleasing finish.

# TRUANT TRIAD

Designed by William Garden N.A.M.E.  
 Built by Truant Marine Ltd.



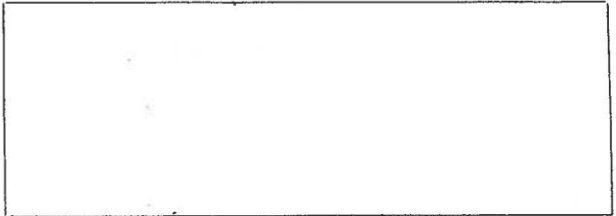
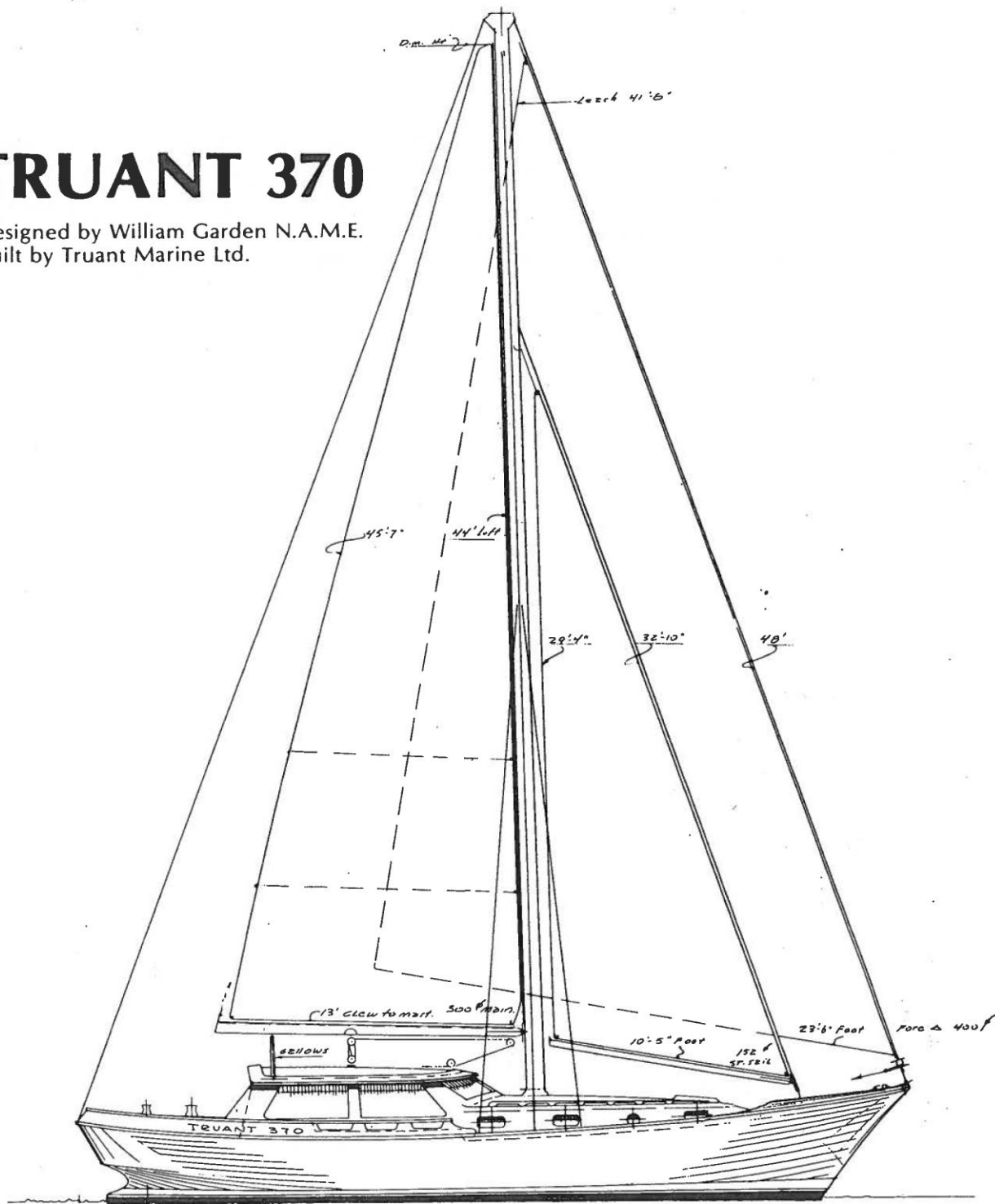
Scale  $\frac{1}{8}'' = 1'0''$

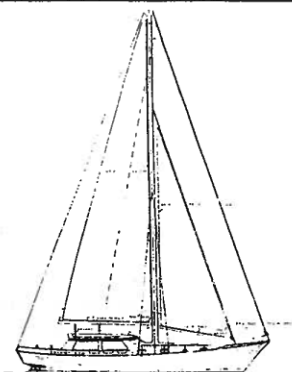
TRIAD 370	
Profile & Plan	
37' X 12' cutter Yacht	
for Truant Marine Ltd	
L.W.L.	31'9"
Deck	5'6"
Displ. 80% load	12000
150% disp.	2000
Full disp.	2800
Power 100 HP Diesel	
7.1. Ref.	# 623

William Garden N.A.M.E. Ltd Victoria B.C.

# TRUANT 370

Designed by William Garden N.A.M.E.  
Built by Truant Marine Ltd.





## TRUANT 370 PILOT HOUSE SPECIFICATION SHEET

### PROPULSION

4 cyl. diesel, heat exchanger, fresh water cooled, control panel, flex coupling, flex mounts, fuel filter. 1 1/4 SS shaft with cutless bearing and packing gland.

Propellor: 17x11x3 RH. VETUS flexible exhaust system.

### TANKS

80 imp. gallon aluminum fuel tank with deck fill, shut off and vent.

Fresh water tank 80 imp. gallons with deck fill, shut off and vent.

### STEERING

Two station steering system, outstation with pedestal, engine controls and 24" SS destroyer wheel. Inside station with 20" wheel and engine controls.

### GALLEY

HILLER 3 burner propane stove with oven, gimbals and sea rails.

Two (2) SS sinks, 12v. refrigerator, propane hot water heater, arborite countertops.

### HEAD

Manual marine toilet.

Vanity with sink and pressure H.C. water. Shower with sump pump.

Manual bilge pump.

### ELECTRICAL

Two (2) 90 A.H. 12v. batteries connected to 3 position safety switch.

Electrical panel fused on all circuits.

Wiring no. 12 and no. 14 gauge. Two (2) windscreen wipers.

### HEAT

DICKINSON diesel heater

### GENERAL

Hull and decks insulated.

Bunks and cushions in 4" foam, backs in 2" foam.

Fabric covered.

Bulkheads in teak, trim in solid teak mouldings.

Six (6) opening ports, with screens.

Pilot house windows aluminum frame with safety glass.

Fore hatch 24"x24".

Inside helm seat.

### DECK

Stainless steel pulpit.

Stanchions with double life lines. Six (6) mooring cleats. Two (2) two-speed sheet winches. Genoa track and cars (block attached). Mainsail track and car. Main and jib sheets.

Four (4) teak grab rails. Chain plates 1 3/4x1 1/4x18" SS.

Teak taff rail, teak rub rail. Propane locker.

### RIGGING

Mast Section: 55'x8.1x6.5 white finish, insulated for sound deadening. Spreaders with boots. Wiring in conduit. Trilight. Steaming light, deck light. Two (2) no. 16 halyard winches. Internal halyards. Two (2) jiffy reefing hooks, outhaul, topping lift.

Standing rigging 1/4x1x19 SS wire.

### SAILS

Main, 300 sq. ft. with 2 reef points

Genoa, 400 sq. ft.

Mainsail cover

### PRICE

\$ \_\_\_\_\_

### INSTALLED OPTIONS Prices on request.

Automatic electric bilge pump.

#### Anchor package:

Manual or electric anchor windlass.

300 ft. 5/8 chain.

35 lb. CQR anchor.

Self-tailing winches.

Spinnaker gear.

Radar.

Sounder.

Holding tank system.

Commissioning package:

4 dock lines.

3 fenders.

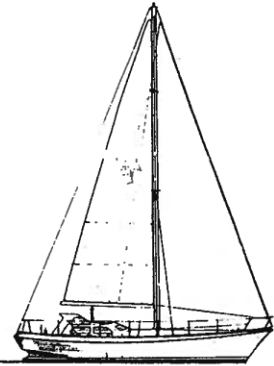
2 fire extinguishers.

Bottom painted and launched.

Additional engine options available on request.

PRICES ARE SUBJECT TO CHANGE. ALL QUOTATIONS ARE GIVEN ON A 30 DAY BASIS AND IN CANADIAN FUNDS. TRUANT MARINE LTD. RESERVES THE RIGHT TO CHANGE FITTINGS AND EQUIPMENT AS AVAILABILITY DEMANDS WITHOUT NOTICE.

TRUANT 370's ARE SOLD EX YARD  
Vancouver Island



## TRUANT-TRIAD 370 OFF SHORE SPECIFICATION SHEET

### PROPULSION

4 cyl. diesel, heat exchanger, fresh water cooled, control panel, flex coupling, flex mounts, fuel filter. 1¼ SS shaft with cutless bearing and packing gland.

Propellor: 17x11x3 RH. VETUS flexible exhaust system.

### TANKS

55 imp. gallon aluminum fuel tank with deck fill, shut off and vent.

Fresh water aluminum tank 70 imp. gallons with deck fill, shut off and vent.

### STEERING

Pedestal, complete with controls and 20" SS destroyer wheel.

### GALLEY

HILLER 3 burner propane stove with oven, gimbals and sea rails.

Two (2) SS sinks, 12v. refrigerator, propane hot water heater, arborite counters.

### HEAD

Manual marine toilet.

Vanity with sink and pressure H.C. water. Shower with sump pump.

Manual bilge pump.

### ELECTRICAL

Two (2) 90 A.H. 12v. batteries connected to 3 position safety switch.

Electrical panel fused on all circuits.

Wiring no. 12 and no. 14 gauge.

### HEAT

DICKINSON diesel heater.

### GENERAL

Hull and decks insulated.

Bunks and cushions in 4" foam, backs in 2" foam.

Fabric covered.

Bulkheads in teak, trim in solid teak mouldings.

Pilot house windows aluminum frame with safety glass.

Fore hatch 24"x24".

### DECK

Stainless steel pulpit and after rail.

Stanchions with double life lines. Six (6) mooring cleats.

Two (2) two-speed sheet winches. Mainsail track and car. Main and jib sheets.

Two (2) teak grab rails. Chainplates 1¾x¼x18" SS.

Teak rub rail. Propane locker.

### RIGGING

Mast Section: 55'x8.1x6.5 white finish, insulated for sound deadening. Spreaders with boots. Wiring in conduit. Trilight. Steaming light, deck light. Two (2) no. 16 halyard winches. Internal halyards. Two (2) jiffy reefing hooks, outhaul, topping lift.

Standing rigging ¼x1x19 SS wire.

### SAILS

Main, 300 sq. ft. with 2 reef points.

Genoa, 400 sq. ft.

Mainsail cover.

### PRICE

\$ \_\_\_\_\_

### INSTALLED OPTIONS Prices on request.

Automatic electric bilge pump.

Anchor package:

Manual or electric anchor windlass.

300 ft. 5/16 chain.

35 lb. CQR anchor.

Self-tailing winches.

Spinnaker gear.

Radar.

Sounder.

Holding tank system.

Commissioning package:

4 dock lines.

3 fenders.

2 fire extinguishers.

Bottom painted and launched.

Additional engine options available on request.

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TRUANT TRIADS ARE SOLD EX YARD

Vancouver Island





Plate 6: "Aquila II" at her home berth.



Plate 7: The upswept foredeck of “Aquila II”, a well-designed blue water cruiser.



Plate 8: “Aquila II” showing spacious pilothouse and rounded stern.



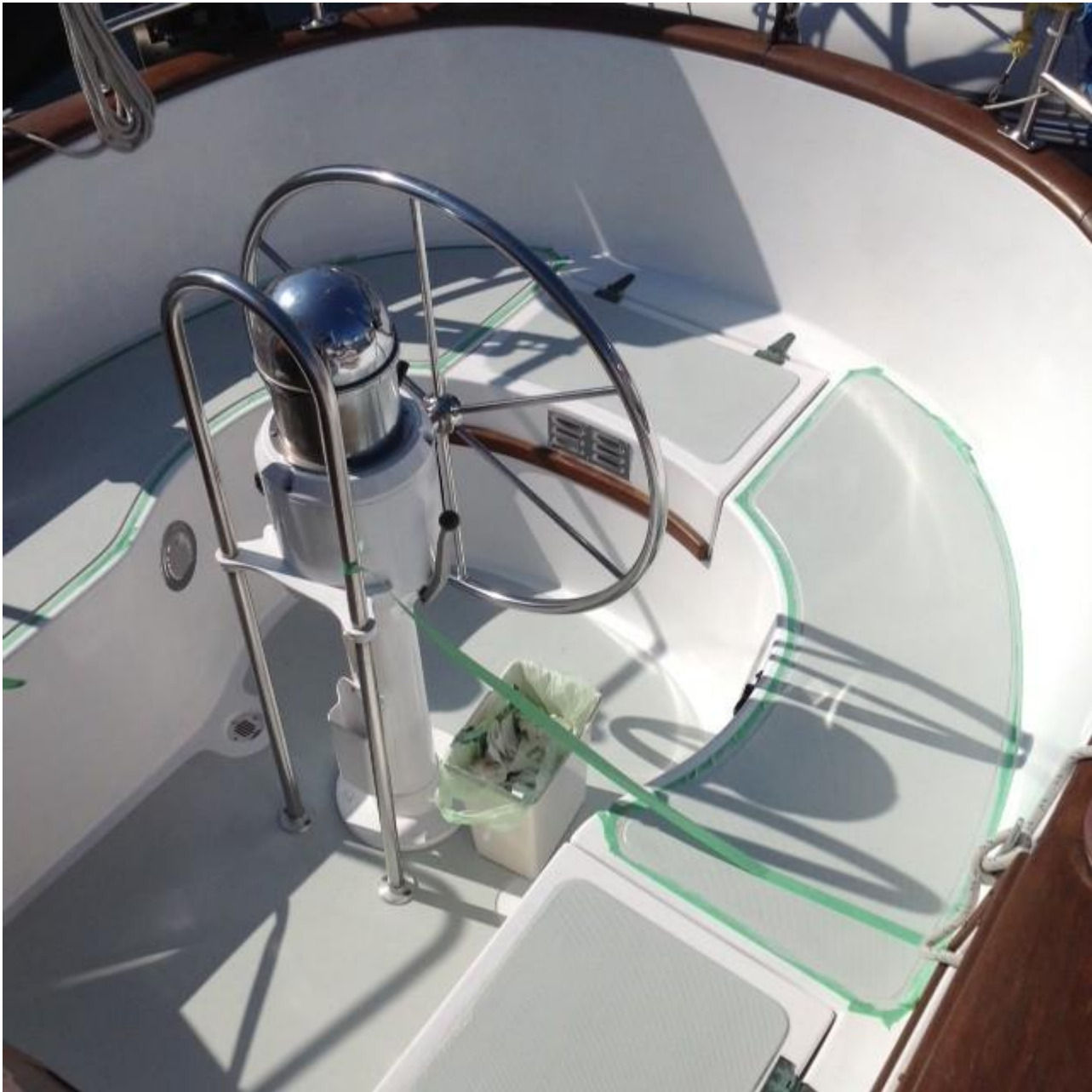


Plate 9. Cockpit helm station (undergoing topsides paint) "Aquila II".



Plate 10: "Aquila II" interior helm station and spacious pilothouse.



Plate 11: "Aquila II", traditional nav station.





Plate 12: *"Aquila II", at rest.*