

CRYC

CAMPBELL RIVER YACHT CLUB



Dedicated to bringing ENJOYMENT to all aspects of boating.

NEWSLETTER – JANUARY, 2018

Visit us on our website at:

<http://www.cryc.ca>

Visit us on our new Facebook group page at:

<http://www.facebook.com>

(search Campbell River Yacht Club)

Commodore's Message

I believe that attending the Vancouver Boat Show-or perhaps any similar show has added advantages when one attends every 4 or 5 years instead of annually. Unless there is a need to always have the latest electronics or other technologies there is still a "Christmas Morning" fascination involved. New suppliers, new answers to old questions plus the occasional super deal add to the pleasure of attending. I attended with an old friend this week. Ken is an accomplished world sailor and the interesting aspect is that the show offered us both what we were looking for and we each walked away with several bags of goodies: all on the upper concourse. The lower level remains a power boater's heaven, as God intended.

To those who were not able to attend Roger McDonnell's video/photo presentation I am sorry you missed a world class offering. It was most informative, skillfully presented and left you wanting more. Thankfully there will be more as Roger will be presenting another evening featuring humpback whales as feature subject. I will advise dates. Again admittance is free for current members although a donation of a non-perishable food product for Food Bank is appreciated.

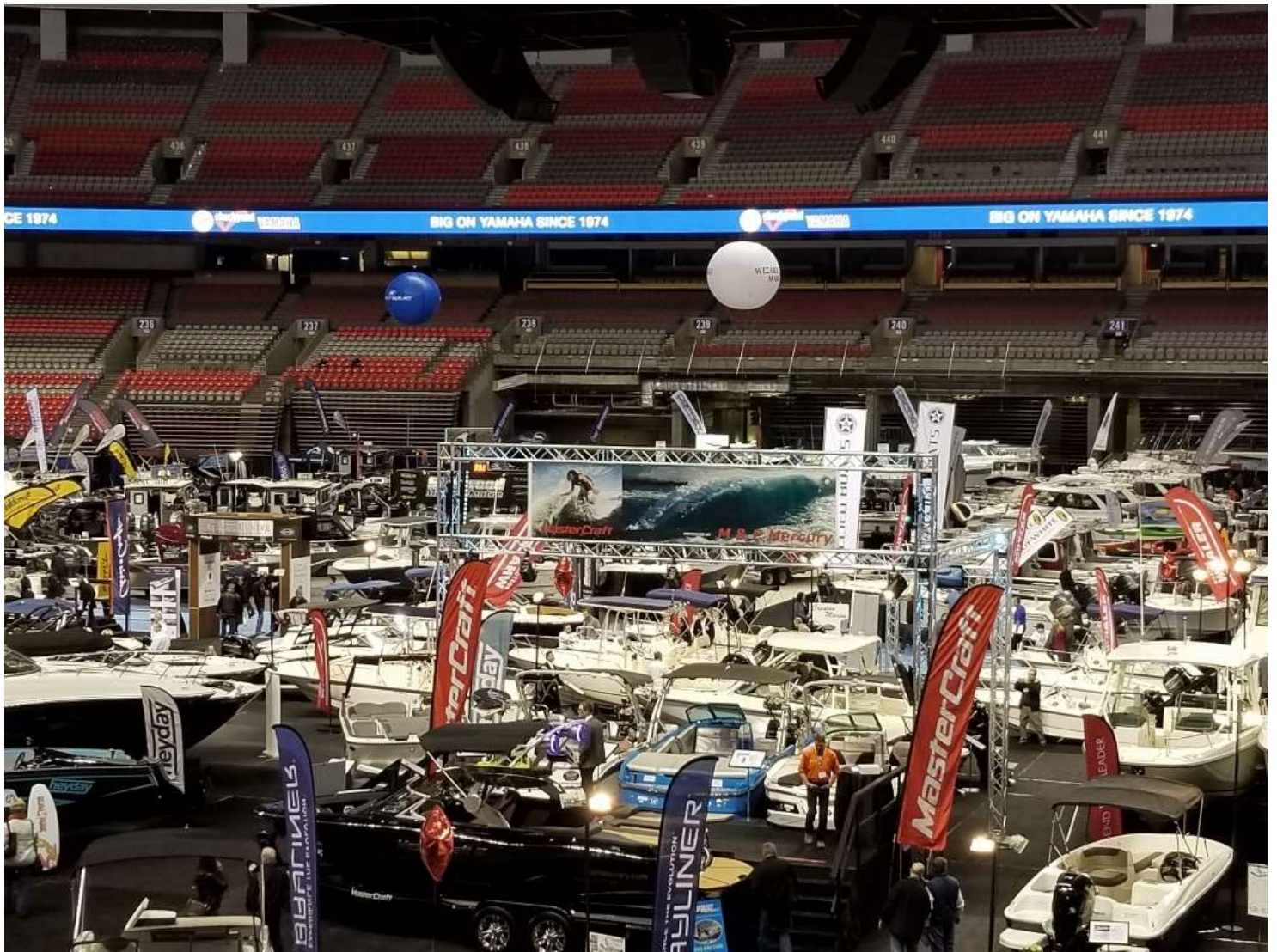
Also please mark Feb 21, 2018 at 19:00 hours as our next general meeting. I have arranged for Ian Boyd, a marine electrician as our featured speaker. Bring your questions and hopefully you will leave with answers.

I cannot stress enough the importance of renewing your membership ASAP. This is a critical year for our club and your participation and dues are urgently needed. Mar 1 is the deadline for your membership card being able to be eligible for any merchant discounts. Details as to renewal are within this newsletter.

Finally it is not too early to book for our rendezvous at Taku Resort. Last year was a great success and there is a concern that space may be limited for moorage. Again we are sharing the event with Ripple Rock Squadron. The May long week end event starts May 18 -20, with details to follow in upcoming newsletters.

Safe Boating...

Larry Seeley



Vancouver Boat Show (2018) at B. C. Place

For Your Calendar

CRYC Executive Meeting: Wednesday, January 24th, 1900 hrs

CRYC General Meeting: Wednesday, February 21st, 1900 hrs (Fish & Wildlife Clubhouse)

Ladies Lunch (TBA)

Men's Lunch (TBA)



Announcements



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

Marine Parks Forever –

The Campbell River Yacht Club donates each year to the 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. So far, for the 2017 year, a total of \$323.00 (net) has been raised to support Marine Parks Forever.

Thanks to your generosity we can continue to support this worthwhile BC charity. For more info, see <http://www.marineparksforever.ca/>

Editor's Notes

I hope everyone had a happy and safe Holiday Season and good times were had by all. Going into 2018, let's all be thankful for our place in the world and look forward to a prosperous 2018 year. CRYC members (and Campbell River residents in general) were lucky to receive a small snowfall just prior to Christmas, which was quite manageable and put a nice white touch on the season's festivities. Cool weather allowed the snow to hang around for more than a week through the holiday break. At Campbell River we were very lucky to miss the bulk of the wintry weather and heavier snowfalls that affected travel around the South Island and the Lower Mainland.

I am attaching a photo of a beautiful wintry New Year's Eve scene from Shoal Bay supplied by our Commodore Larry Seeley (courtesy Cynthia McDonald, owner of Shoal Bay Resort). Philips Arm is visible in the background.

Steve Gardner ("Dance Lightly")
Editor, CRYC Newsletter



**Shoal Bay (lower left), with Phillips Arm and the Coast Range in the background.
(Courtesy, Cynthia McDonald, Shoal Bay Resort)**

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

Membership News...

The club currently has a total of 27 members and 2 are Lifetime Memberships. Please note that the Annual Membership renewal is due on January 1, 2018 for the 2018 calendar year. The Club dues for 2018 remain at \$110 which includes a \$10 donation to Marine Parks Forever.

Members should be receiving an invoice/reminder by email. The mailing address for the Club is: Campbell River Yacht Club, 2641 Campbell River Road, Campbell River, B. C., V9W-4P1.

Mr. Rene Bosshart ("*Sikanni Chief*"), the new CRYC Treasurer for 2018, is responsible for the collection of membership dues. If there are any questions related to membership, please contact Rene at 250-923-6304 or email him at an1nas@telus.net

Please note that discounts are available for paid up members showing a current (2017) membership card at a growing number of local businesses. Our thanks go out to the following businesses in Campbell River that are currently participating in the discount program for Campbell River Yacht Club Members:

<i>ALTECH DIESEL</i>	<i>(2780E Island Hwy)</i>
<i>BOSTON PIZZA</i>	<i>(1309 Island Hwy)</i>
<i>DOGWOOD PET MART</i>	<i>(223B Dogwood St)</i>
<i>OCEAN PACIFIC</i>	<i>(102 - 1370 Island Hwy)</i>
<i>REDDEN NET</i>	<i>(690 Island Hwy)</i>
<i>TOAD IN A TREE</i>	<i>(151 Dogwood St.)</i>

BOATYARD

MARINE STORE

CONTACT

Ocean Pacific Marine Supply & Boatyard
102 - 1370 Island Highway
Campbell River, BC, V9W 8C9

Toll-free: 1-800-663-2294

Phone: 250 286-1011

Fax: 250 286-6254

General inquiry emails: info@oceanpacificmarine.com

**10 % Discount on All
In-Store Purchases,
CRYC Members!**



Campbell River

1309 North Island Hwy.
Campbell River, BC, V9W 2C9

[See Store Details](#) 

Store Information: (250) 286-6120

Sun - Thu: 11:00 AM - 12:00 AM

Fri - Sat: 11:00 AM - 1:00 AM

BOSTON PIZZA
10% off, All In-Store
Purchases



**10 % Discount on All
In-Store Purchases,
CRYC Members!**



**10% Discount on All
In-Store Purchases,
CRYC Members!**



2780-E North Island Highway
Campbell River, BC V9W 2H5
PH: 250.286.0055
FX: 250.286.0059
TOLL FREE: 1.877.286.0055

**10% Discount to
CRYC Members!**



**10% Discount All
Purchases,
CRYC Members!**

***151 H – Dogwood St.
Campbell River, B. C.
V9W-6B9
Ph. 250-914-5575***

Reciprocal Moorage: More Benefits For CRYC Members!

In addition to local business discounts, the attractiveness of CRYC membership is augmented by the use of reciprocal moorage at many other participating Yacht Clubs, most of which are located at various points south of Campbell River. These include major population centers such as Nanaimo, Vancouver and Victoria. For members cruising south, this reciprocal moorage at other Yacht Clubs at much discounted rates represents a real benefit of membership. For additional information on the Reciprocal Program, please visit our website at <http://www.cryc.ca>

CLUB EVENTS

Lady's Lunch:

The Lady's Lunch was held at the MVP Pub on Tuesday, January 2.

Men's Lunch:

The Men's Lunch was held at Boston Pizza on Wednesday, January 3.

CRYC PLANNED EVENTS

Next Executive Meeting: Wed., Jan. 24, 2018 (1900 hrs, Location TBA)

Next General Meeting: Wed., February 21, 2018 (1900 hrs at Fish & Wildlife Clubhouse).

CRYC SUMMER CRUISING FORECAST

Leo Lambert, our Cruising Director, has indicated that there are several opportunities to join a CRYC cruise this year. Dates and itineraries will be confirmed in upcoming issues of the Newsletter. The local trips include the regular race-cruise events that we all love. In addition, Leo has ventured the following long distance cruises:

- *A cruise to Vancouver and points south including Roche Harbour (U.S.) and Bedwell Harbour (U.S.) then on the return trip Todd Harbour (Butchart Gardens), Montague Harbour (Galiano Island) and Silva Bay (Gabriola Island)*
- *Princess Louisa Inlet (Chatterbox Falls)*

Each of these trips will be one to three weeks or more duration. For the first trip, participants can join one or more legs, depending on their individual schedules.

CRYC RACING FORECAST

The CRYC Racing Schedule will be published in upcoming issues. We hope that the usual local races will be better attended during the 2018 season. In addition to the local races, there may be some crewing opportunities for CRYC members in the larger races such as the Southern Straits and the Swiftsure Race Events.

The following was provided by Leo Lambert and might describe some CRYC members (no names but the editor might be described as one of the “cross-overs”):

There are many different types of sailor. The two largest groups are surely “The Racer” and the “The Cruiser” and while there is a lot of cross-over there are some clear distinctions that separate the two...

- The first mark suddenly became the finish line as you realized the cheese plate would fall off the table if you tacked at that moment.**
- You shot back at a guy with a gun on a powerboat (who might have been involved with the race committee).**
- There is something filling a bag that says “spinnaker” in a stencil kind of print somewhere on the boat, but that’s all you know.**
- Your “crew” consists of your mother, your wife, and your dog and the dog is the only one that pays attention.**
- On the downwind leg, with the finish line in sight, you couldn’t resist and began barbequing chicken.**

Elected officers and key volunteers

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

CRYC Executive 2018

Commodore: Larry Seeley Phone: 923-5326 email: seeleyl@bostonpizza.com

Vice Commodore: VACANT

1st Commodore: Wade Major Phone: 203-9100 email: wade.major@telus.net

Secretary: Hugh Silver Phone: 287-8213 email: huros@shaw.ca

Treasurer: Rene Bosshart Phone: 923-6304 email: an1nas@telus.net

2014 CRYC Directors

Wade Major Phone: 923-5326 email: wade.major@telus.net

Margaret Swain Phone: 203-9100 email: mmswain57@gmail.com

Steve Gardner Phone: 286-3791 email: gardex99@hotmail.com

Dan Swain Phone: 203-9100 email: dmc116lockport@gmail.com

Dona Lambert Phone: 871-1266 email: leoanddona@gmail.com

Leo Lambert Phone: 334-1785 email: leoanddona@gmail.com

Volunteers/Committees

Sunshine: vacant

Men's Lunch: Bert Veldhuis Phone: 830-0916 email: veldbert@shaw.ca

Phoning list: Anna Dakin Phone: 923-4618

Margaret Swain Phone: 203-9100

Royeen Silver Phone: 287-8213

Carol Pennock Phone: 337-5318

Clubhouse: Dan Swain Phone: 203-9100 email: dmc116lockport@gmail.com

CBCYC Representative: vacant

History of Sail and Discovery (Installment 4)

In *Installment 3* (see March 2017 Newsletter), we learned of the trade-based explorations of discovery, chiefly by the Spaniards and Portuguese, using the variations of the caravel, a tried and true “workhorse” used by these traders plying the waters of the African continent and the Indian Ocean. The early versions of the caravel were lateen-rigged, but very quickly a combination lateen-rigged and square-rigged caravel, named the caravel redondo, was found to be much more versatile for various points of sail. These later caravel redondos were used by Christopher Columbus (and others) to explore west through the Caribbean and ultimately the Americas.

Installment 4 continues to document these epic voyages of discovery and shows the rapid development of larger and more seaworthy ships, to ultimately include larger displacement vessels capable of handling larger quantities of cargo and stores, as well an array of armaments, both for protection and for aggression on the seas. Larger ships made for longer voyages, due to the amount extra space required for provisions, including food, water, spare sailcloth, rigging and other essential items.

During the period from the late 1400’s to the mid-1500’s, explorers such as Ferdinand Magellan, Bartholomew Diaz, Amerigo Vespucci and Vasco Da Gama explored the Atlantic coastlines, rounded the world’s southern capes and established routes to the Far East and to the Indian Sub-continent. And during this time, large-scale plundering of South and Central America was carried out by the Spaniards and the Portuguese. The ships that were used to carry off the spoils of this plundering were the larger “carracks” and “galleons”, which were modelled after the caravels but were larger and of heavier displacement.

Richard Humble, in his Time-Life book “The Explorers”, describes the carrack as follows:

The Portuguese called the [newest design] the nao and in a slightly larger version throughout the Mediterranean it was called the carrack. Magellan, when he set sail from Seville in 1519, had a fleet composed entirely of naos, which had more room for the men and provisions and spacious holds to accommodate precious cargoes of spices. By the middle of the 16th Century, these three-masted, multisail vessels, with their distinctive overhanging forecastles and round sterns, were accepted as the most sea-worthy vessels afloat. For all their ungainliness, they were the ship of the future, and every successful

oceangoing merchantman or warship built in Europe for the next three centuries would hark back to them as progenitors.¹

The transition from the caravel design to the carrack design is described by E. T. Dankwa²:

The rigging underwent an extensive expansion: The **mainsail grew in size** and there was often an additional *sheet* line connected to the middle of the sail *foot* in addition to the lower corners, *clews*. Moreover, one or two detachable parts called *bonnets* were often added to the bottom of the main sail, to be removed when wind speeds increased too high. A **third mast**, the *foremast* with the *foresail*, was first developed more as an aid in ship steering than as a propulsive unit in itself. Later the sail and the mast grew in size and became a similar part of the full rigging to the mainsail. An additional sail, the **spritsail** was bended to a yard under the bowsprit. The sail was called "blinda" in Germanic languages, which reflected the fact that the sail effectively prevented visibility forward.

A new sail, the **topsail** emerged above the mainsail in the late 15th Century, first as a small yard and sail on the flagstaff rising from the top, then as a full-sized sail on its own mast attached to the mainmast. Later, also the foremast got its topsail.

By the end of the reign of the carrack, a **third sail**, the *topgallant sail* had appeared in some ships above the topsail in its topgallant mast.

The following is a photo of a replica of Magellan's ship "Nao Victoria" which was built in Punta Arenas, Chile to commemorate the great explorer's transit through the narrow Straits of Magellan, from the Atlantic to the Pacific oceans, and his subsequent explorations of the long Chilean coastline on the western and southern reaches of the South American Continent (courtesy Wikipedia):

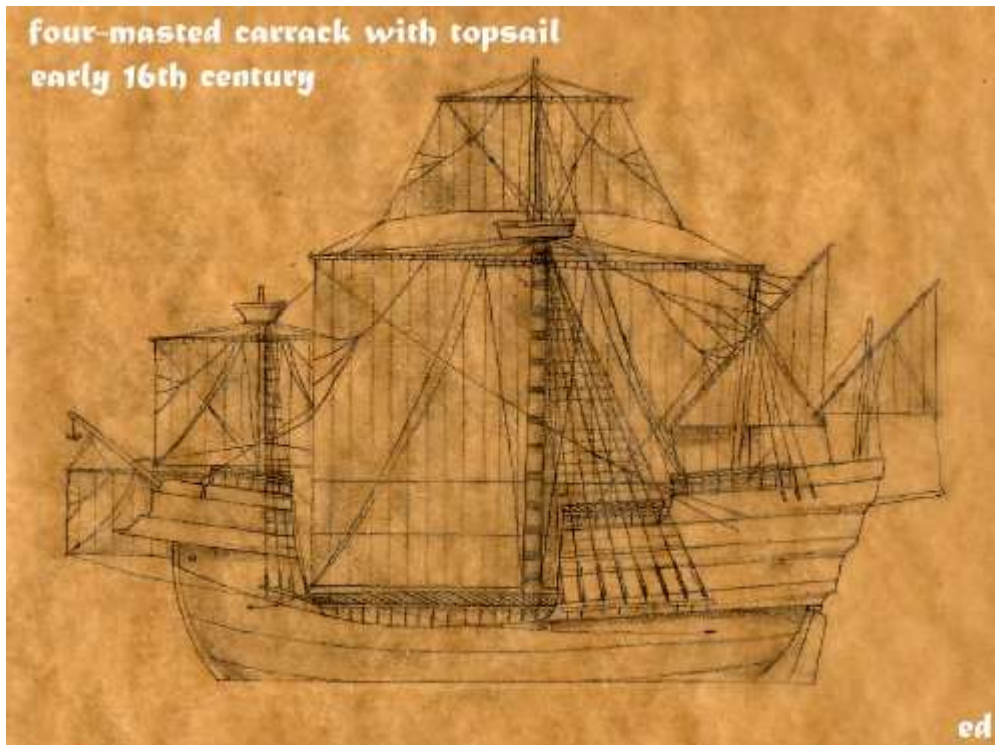
¹ "The Explorers", Richard Humble, Time-Life Books (1979), pp51

² "A Concise History of the Development of the Square-Rigged Ship", E. T. Dankwa (1999), <http://www.greatgridlock.net>



From the photo, one can see the foremast, the mainmast and a shorter mizzen mast near the stern. The mizzen mast was rigged with a lateen sail and the two main masts were square-rigged.

Later versions, as Dangwa describes, would include a topsail rig on the mainmast, above the mainsail, and a spritsail rigged from a yard beneath the bowsprit, as the following sketch (Courtesy, E. T. Dankwa) illustrates³:



Ferdinand Magellan, although Portuguese, sailed on his voyage of discovery under the service of Charles I of Spain. The three year voyage to the Spice Islands (the Moluccan Islands) west via the Atlantic and Pacific Oceans began in September of 1519, with a total of 5 carracks (or naos) and 265 crew members. The fleet was named “The Moluccan Fleet”.

Magellan entered the straits bearing his name on November 1, 1519 after enduring a number of terrible storms in the South Atlantic, as well as a mutiny.

William J. Bernstein, in his book “A Splendid Exchange” documents that only 31 of the original 265 men survived the expedition⁴. Magellan himself was killed by Filipino natives on the beach at Mactan. His ship commander, Juan

³ “A Concise History of the Development of the Square-Rigged Ship”, E. T. Dankwa (1999), <http://www.greatgridlock.net>

⁴ “A Splendid Exchange – How Trade Shaped the World”, by William J. Bernstein (Atlantic Monthly Press, 2008) pp 187

Sebastian de Elcano guided the “Victoria”, back to Spain: the only single ship out of the original five to complete the circumnavigation of the globe.

Bernstein describes the upshot of the expedition in the following quote⁵:

Of the five vessels that began the circumnavigation, only two [the Victoria and the Trinidad], manned, almost literally, by skeleton crews and guided by captured local pilots, finally reached Tidore. Their crews loaded the holds so full of cloves that the sultan, observing how low to the water the vessels were set, recommended against firing farewell salutes for fear the shock would rupture the hulls.

Only one of the two remaining vessels, the Victoria, completed the circumnavigation. Yet the twenty-six tons of cloves it had loaded in Tidore paid for the entire expedition. The king of Spain awarded the commander who guided the crippled ship back to Spain, Juan Sebastian de Elcano, a pension and a coat of arms of two cinnamon sticks, three nutmegs, and a dozen cloves.

In the final analysis, the Spaniards decided that the long arduous voyage to the Spice Islands via Magellan’s route was too onerous using the ungainly carracks and they embarked on improving this design, which we will learn about in an upcoming installment.

Steve Gardner, Editor, CRYC Newsletter

⁵“A Splendid Exchange – How Trade Shaped the World”, by William J. Bernstein (Atlantic Monthly Press, 2008) pp 188