



**CRYC**

**CAMPBELL RIVER YACHT CLUB**



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

***NEWSLETTER – MARCH, 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**

Happy "***Almost Spring***" to Everyone.

I felt very blessed to return from holidays and be greeted by the wonderful weather at home. I looked with longing at the few boats travelling on Discovery Passage.

A reminder of the upcoming General Meeting on March 21: Bring a friend; bring your questions. It is not often we have opportunity to speak directly with aquaculture management. Regarding the aquaculture industry, if anyone can answer some of my concerns it is Ian.

The Power Squadron has also been invited to this meeting.

Our April meeting will be all about social communications. I, for one, have a "love/hate" relationship in this area. It provides so much opportunity but it's a double-edged sword. I am especially concerned with the addiction of my grandchildren to the various on-line media social sites.

Remember it is not too late to book Taku for the May long week-end event.

Finally thanks to Ian Boyd for his time and expertise at the last General Meeting.

I think I will wander down to the docks to at least think about what needs to be fixed on my boat. As they say: *The Spirit is Willing but The Flesh is Weak*.

Safe Boating...

Larry Seeley

*"Miss Tee II"*

# **For Your Calendar**

**CRYC General Meeting: Wednesday, March 21<sup>st</sup> , 1900 hrs (Fish & Wildlife Clubhouse)**

**Ladies Lunch - April 3, at Boston Pizza, 1145 hrs.**

**Men's Lunch - April 4, at the Big Rock Garage Restaurant, 1145 hrs.**

**Director's Meeting – April 3 at Hugh Silver's residence.**

**Ocean Pacific Boat Show, Saturday Apr. 14, 0900 hrs.**



## 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. For the 2017 year, a total of \$323.00 (net) was 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/>

### **CRYC BURGEE'S AVAILBLE SHORTLY**

**The CRYC Executive has ordered a new supply of CRYC burgees: For existing members, and new members, these will be available at a cost of \$20.00 each. Please contact Dan Swain at 250-203-9100 to place your order.**

## *Editor's Notes*

As the month of March marches on (pun intended), daylight savings time kicks in. It seems like the older I get, the more I dislike this supposedly positive innovation to our calendar. And I don't even have to get up to go to work every morning! I think my body is telling me that it's getting too old to switch routines so it takes a few days for me to readjust. I guess the one bright spot in the routine change is that there is definitely more daylight time after dinner and in the early evening to catch up on yardwork and other outdoor chores. Of course, that leaves more time on weekends to do boat maintenance and spring prep work in anticipation of the upcoming boating season. So there is an upside: boat work is much more preferable to yard work!

I would like to give everyone a quick reminder that the Ocean Pacific Boat Show is coming up on April 14<sup>th</sup> at the Ocean Pacific Boatyard and Store. As usual, CRYC will be manning a booth at this event and volunteers are required. Please respond to Dan Swain or Larry Seeley if you can devote some time to this worthwhile endeavour. Perhaps we can entice some likely boaters to sign up for a CRYC membership!

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

## **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)

## **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](mailto:an1nas@telus.net)

*Please note that discounts are available for paid up members showing a current (2018) 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](mailto: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 Reciprocals Program, please visit our website at <http://www.cryc.ca>*

## **CLUB EVENTS**

### **Lady's Lunch:**

**The Lady's Lunch was held at the Riptide Pub on Tuesday, March 6.**

### **Men's Lunch:**

**The Men's Lunch was held at the Beach Fire Brewing and Nosh House on Wednesday, March 7.**

**The CRYC General Meeting was held on Wednesday, Feb. 21 at the Fish and Wildlife Clubhouse. The meeting was well-attended and the guest speaker, Mr. Ian Boyd, gave a great talk on marine electrical systems, including galvanic isolators.**

## **CRYC PLANNED EVENTS**

**Next General Meeting: Wednesday, March 21, 2018 (1900 hrs at Fish & Wildlife Clubhouse). The guest speakers at this meeting are Mr. Ian Roberts of Marine Harvest and Mr. Jeremy Dunn, Executive Director of the B. C. Salmon Farmers Association. They will take questions from the audience on the aquaculture industry, and specifically the industry in B. C. waters.**

**Saturday, April 14: CRYC Booth at the Ocean Pacific Boat Show-Volunteers Anyone???**

## **CRYC SUMMER CRUISING FORECAST**

**Leo Lambert, our Cruising Director, has tentatively set cruise dates for the summer cruising calendar, as follows:**

### **June 9-17 Trip to Princess Louisa Inlet (Chatterbox Falls Park)**

**June 9 Campbell River to Sturt Bay**

**June 10 Sturt Bay to Maude Cove**

**June 11 Maude Cove to Harmony Islands**

**June 12 Harmony Islands to Princess Louisa Chatterbox Falls Park**

**This will be a long day as its 36nm and rapids**

**June 15 Princess Louisa to Dark Cove**

**June 16 Dark Cove to Sturt Bay**

**June 17 Strut Bay to Campbell River**

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**July 6-15 Shoal Bay excursion and BBQ: On July 7-8 we will have a BBQ at Shoal Bay. The cost will be \$20 per person. The trip plan is as follows:**

**July 6 Start trip to Shoal Bay, Seymour Narrows Slack is 1138 hrs then Ebbs**

**\*We will anchor in Chameleon Bay overnight**

**July 7 - 8 Chameleon Bay to Shoal Bay for the BBQ**

**July 8 will depart Shoal Bay around noon (a short sail to Fanny Bay)**

**July 9 depart Fanny Bay to Beaver Inlet (about 20 nm)**

**July 10 Beaver Inlet to Forward Harbor (about 15 nm)**

**July 11 Forward Harbor to Baresides Bay (about 20 nm)**

**July 12 Baresides Bay to Vere Cove (about 18 nm)**

**July 13 Vere Cove to Otter Cove around 15nm**

**July 14 Otter Cove to Browns Bay Marina**

**July 15 Browns Bay Marina home**

**Seymour Narrows Slack is 1238 hr, then Floods**

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**Aug 11-19 Trip to Toba Inlet**

**Will be doing the big circle to Toba Inlet, using the south route**

**Then top of the Redonda islands to Cortes**

**Somewhere on Cortes to home**

**Each day will pick the next spot**

**Start: Aug 11 at 1200 hrs with the Flood to Cortes Bay in front of the RVYC outstation**

**Weekend Short trips**

**-Taku Resort (Quadra Island) will be the destination for the May long weekend get-together and each boat to find their own moorage.**

**-June 22: Major Mystery Open Race and overnight at the Copelands (cruising boats also welcome).**

## **CRYC RACING**

**The new racing format for the 2018 season is designed to get more boats out to participate. All races will be open, with time adjusted for those that fly spinnakers.**

**The first Club Race of the season is set for May 5: the details for this race will be published in the next newsletter (April edition). This race usually entails racing around Mitlenatch Island from the Green Can start point, or from Shelter Point (depending on tides). More details to follow in the April edition of the Newsletter.**

**For the May long weekend excursion to Taku Resort, a pursuit race will start at 1100 hrs at Francisco Point to Taku Resort dock. On Saturday, a 12 nm race from Taku to the outside is set for both power and sail, with power making up a predicted Log run.**

**On June 22, the Major Mystery Open Race is scheduled, with overnighting at the Copelands (more details to follow).**

## 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*

**Interim 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 6)

In *Installment 5* (see February 2018 Newsletter), we learned how the Spaniards improved on the design of the carrack and enlarged it to provide the basis for the galleon, which became the prime mover of trade and commerce between southern Europe and the Far East, with South and Central America providing a necessary underpinning to the trade.

While the Spanish and Portuguese were encircling the globe and reaping the riches of the Americas and the Orient, the northern Europeans were not exactly sitting on their hands. However, repeated wars between England and France had resulted in an excessive expenditure of resources and men. In the 1300's, under Edward III, England and France embarked on what was termed "The Hundred Years War". The Hundred Years War is described by John Burke in his book, "An Illustrated History of England" as follows<sup>1</sup>:

The Hundred Years War which now gathered momentum was really a series of recurrent conflicts rather than a sustained campaign. By the time it ended the ordinary people in both camps were exhausted and had little to show for their sacrifices. At the start, however, Edward had not merely his family pride to fortify him but the enthusiasm of the nation and of a rebellious faction within the French domains.

In 1340 things got off to a fine start with the utter destruction of a French fleet at Sluys, which gave England mastery of the [English] Channel for the next thirty years.

Even as early as the early 1300's, the island nation of England (the United Kingdom: including Scotland and Wales) began to assert itself on the high seas, as demonstrated by this naval action in 1340. But it wasn't until 1497, when Henry VII commissioned a Genoese pilot, Giovanni Caboto (John Cabot in English) to explore for the New World that was talked about by the Spanish and Portuguese, that the English started to exert their naval influence across the world's oceans. Cabot discovered Newfoundland which he assumed to be part of Asia. It wasn't until 1534

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<sup>1</sup> *An Illustrated History of England*, by John Burke (1974), pp 63

that the French explorer Jacques Cartier sailed up the St. Lawrence estuary and claimed the region as “New France”. Already the Spaniards had been exploring as far north as Labrador and Greenland.

Henry VIII, crowned King of England in 1509, for all his philandering, was the first English Monarch to realize that the prosperity of the United Kingdom rested primarily on the ability of the nation to dominate the world’s oceans. As Burke so aptly describes it<sup>2</sup>:

Here is to be found one of Henry’s greatest achievements. He founded Trinity House and the forerunner of our modern Admiralty. He extended the royal dockyards and encouraged the construction of faster ships with superior firepower. He laid, as it were, the keels of that future navy which was to thwart the ambitions of one greedy enemy after another. It was still a motley force, its professionals hastily reinforced by a crowd of conscripts in time of emergency: the Cinque Ports and the increasingly important West Country ports, for instance, had certain obligations to supply ships and the men to work them, for invasion transport or urgent defense needs, but once a crisis was over these auxiliaries would go back to their usual jobs. Nevertheless the courage and imagination were there, the breaking down of national insularity and the growth of an adventurousness that would enable the poet Edmund Waller to boast in the following century that..

***Others may use the ocean as their road,  
Only the English make it their abode.***

And what ships did the English use to create this naval juggernaut? The “razed galleon” of course! This ship, spawned by the Spaniards and which we learned about

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<sup>2</sup> *An Illustrated History of England*, by John Burke (1974), pp 103

in Installment 5, was the cut down version of the Spanish galleon, as described by E. T. Dankwa<sup>3</sup>:

The introduction of the **modified galleons** with the *Revenge* in 1575 moved the mobility of sailing warships to a new level. The English galleons, with their smaller size, lower superstructures (older ships with tall castles were cut of their excess bulk, ie. "razed", thus the name "race-built"), longer and slimmer hulls and improved rigging, as well as improved long-range gunnery (the Spanish still relied on closing on the enemy and boarding them -- a tactic deriving all the way from the Roman navy -- which required great manpower aboard, hence a large, unmanouverable ship as well as old-style large castles to rain fire on the opponents' decks) could out-sail and out-gun their more cumbersome opponents, making them unable to even try to board. The English used their ships to advantage when they fought off the Spanish Armada in 1588.

A typical English race-built galleon is shown in the following illustration<sup>4</sup>. This photo is of a replica of "The Golden Hind", Francis Drake's flagship that was commissioned in 1587 under Henry VIII's daughter, Queen Elizabeth.

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

<sup>4</sup> By Jose L. Marin - Own work, CC BY 2.5, <https://commons.wikimedia.org/w/index.php?curid=2520640>



Originally named “The Pelican”, Drake re-named it in honor of one of his benefactor’s family crests during his voyage to the Pacific in 1578. Drake’s flotilla on this voyage consisted of 5 ships, with “The Golden Hind” the largest in the fleet. Even so, at 150 tons displacement, “The Golden Hind” was not large by galleon standards. Arthur Herman, in his book “To Rule the Waves” describes Drake’s flagship<sup>5</sup>:

The galleon combined the seaworthiness of Atlantic ships with the battle-worthiness of Mediterranean galleys. They were the first ocean-going ships meant to carry heavy armament. Although the “Pelican” [“Golden Hind”] was a small galleon, she carried a full complement of guns: seven on each side with gun ports, and the four heaviest in the bow. The “Pelican” may have been only sixty-eight feet in length with an eighteen-foot beam

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<sup>5</sup> “To Rule the Waves – How the British Navy Shaped the Modern World”, Arthur Hermann, Harper-Collins Publishers (2005), pp78

or width-not much larger than a wide-load semi-trailer truck- but a Portuguese pilot who saw her pronounced her “staunch” and fit for transoceanic travel.

Although Drake ostensibly was acting as a privateer on this voyage to the Pacific, he had the express approval of Queen Elizabeth, who was one of the backers of the voyage. The aim of the voyage was to do damage to Spanish commerce in any way possible. Hermann, in his book “To Rule the Waves”, continues to describe Drake’s forays along the west coast of South America: Drake raided small villages and undefended towns along the coast for a period of three months. During this time he learned of a Spanish galleon loaded with silver bullion, the “Nuestra Senora de la Concepcion”. Hermann goes on to describe the action<sup>6</sup>:

At three o’clock in the afternoon of March 1, young John Drake was aloft in the maintop when he spotted the white sails of a large ship off Cape San Francisco. Drake reefed sail to slow his progress and not alarm the “Nuestra Senora”, and gradually made for her. For six hours the chase went on in slow motion. As Drake drew closer, the “Nuestra Senora” gradually appeared in full view to starboard, and Drake could see she had no guns or armaments. Not until nine o’clock, as dusk was falling, were the English close enough to hail. Drake stood on his poop deck in his helmet and breastplate and called out to the “Nuestra Senora’s” owner and master, San Juan de Anton, that he was an English ship and ordered him to strike his sails. Anton answered, “What English demands I strike sail? Come do it yourself!”

Drake obliged by opening fire. The first cannon shot brought down the mizzenmast, as English sailors on deck and on the masts’ fighting platforms delivered a rain of arrows, one of which wounded Anton. Drake’s nimble pinnace ran around the

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<sup>6</sup> “To Rule the Waves – How the British Navy Shaped the Modern World”, Arthur Hermann, Harper-Collins Publishers (2005), pp88

Spaniard's stern and a party of forty men were soon clambering up her sides. Anton saw that it was hopeless, and surrendered.

Drake found on board the largest treasure anyone had ever taken from a Spanish ship.....it took six days to transfer the twenty-five tons of silver bars and the massive chests of gold into the hold of his ship.

Hermann documents that Queen Elizabeth's share of the booty from Drake's voyage came to 160,000 pounds, enough to pay off her entire foreign debt and still have 40,000 pounds left over<sup>7</sup>.

The success of Drake's voyage gained him a knighthood. More importantly, it set the stage for more than 100 years of Crown-appointed English piracy, whereby English "privateers" sought to emulate Drake's early success.

Steve Gardner, Editor,

CRYC newsletter

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<sup>7</sup> "To Rule the Waves – How the British Navy Shaped the Modern World", Arthur Hermann, Harper-Collins Publishers (2005), pp94