

CRYC

CAMPBELL RIVER YACHT CLUB



Dedicated to bringing ENJOYMENT to all aspects of boating.

***NEWSLETTER –
3RD 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

Hail to all members and yes, fall has arrived but the good news is; winter has been put on hold until next year. Trust all had a great summer.

It is that time of year to get the boat prepped for storage and lay up. Keep those fans and dry cabin techniques going. I am storing away my cushions and life jackets off the boat this year and making room in the garage.

Many of our members have acquired new boats and trust that there will be christening parties in the near future. Our meeting at the clubhouse will be on Oktober (Fest) 16th. Come one come all!

Wishing all fair winds and following seas,

Doug McGregor
Commodore
"Kismet III"

Editor's Notes

I hope everyone had a glorious summer sailing season! I certainly did, and for me it was fair winds, lots of sun, warm water, good fishing and lots of whale sightings. Despite the ongoing consternation from many quarters about the threat of climate change, it would appear that Mother Nature takes all things in stride. And from the perspective of where we are located in the hemisphere, global warming here might not be such a bad thing.

After a week on the boat in June and several short overnight trips throughout the summer, I had the good fortune to spend a week on the boat with visiting friends in early September. After the heavy summer boat traffic had for the most part left for points south, we overnighted at Shark Spit (Uganda Passage), visited Lund Harbour then headed into Desolation Sound, stern-tying in Melanie Cove and later Teakerne Arm. I invested in a good paddle board this year, and it is so easy to launch and recover that I'll be stern tying much more in the future. The water in Melanie Cove was so warm that I spent about 30 minutes swimming without getting cold, and I was able to determine that the state of my prop shaft zincs will easily see me through the winter season.

Due to a good heavy rain the week before our trip, the waterfall at the head of Teakerne Arm was impressive, and a refreshing swim at the lake was just what the doctor ordered.

We were able to catch a nice salmon on our way past Francisco Point that kept us in tasty dinners for a couple of nights, and the Humpback whale shows just about every day impressed us to no end. Nature is awesome!

Steve Gardner, Newsletter Editor

"Dance Lightly"



Plate 1. Humpback whale going for the deep dive off Francisco Point. Photo courtesy Jeff Newstead, taken from "*Dance Lightly*".



Plate 2. The falls at Teakerne Arm on a warm September day.



Plate 3. Stern tying at Teakerne Arm.

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.

Planned Events:

- **General Meeting at the Fish & Wildlife Clubhouse Wednesday, October 16: Oktoberfest style. Supper at 1800hrs, \$7.50 per person, BYOB. Email request as to attendance to follow.**
- **Annual General Meeting at the Fish & Wildlife Clubhouse, Wednesday, November 20: Marg Swain will be following with an email asking members to bring a finger food dish to share.**
- **CRYC Christmas Party at the Fish & Wildlife Clubhouse, Sunday, December 8: More details to follow by email.**

Rumour has it that Dan and Marg Swain have recently purchased a new-to-them addition to the CRYC fleet. We will be looking forward to hearing about the recent acquisition, and seeing it at some of the 2025 events!

Council of B. C. Yacht Clubs (CBCYC) September 2024 Meeting Minutes:

While this newsletter does not reproduce the meeting minutes from the CBCYC, there are a couple of interesting topics that have recently arisen and that CBCYC is dealing with. The first involves No-Trespassing Signs being erected in Desolation Sound Marine Park in the area of Melanie Cove and Prideaux Haven. Apparently these signs have been erected by local First Nations Groups and have been placed as a deterrent to hikers and other foot traffic (presumably from the boating community) that has been disturbing burial sites in the area. CBCYC is asking all members to please report any type of observed activity that may be relating to this. The second topic involves the Canadian Coast Guard intention to de-staff the Pachena Pt. and Carmanah Pt. Light Stations. The de-staffing of Light Stations along the coast has been a prickly issue for a couple of decades now. The Light-Keepers have their own local within the Union of Canadian Transportation Employees and the UCTE is asking the Canadian Coast Guard for a stay on the implementation of this de-staffing program until additional consultation is conducted with all affected stakeholders. While these two lightstations are located on the west coast of Vancouver Island and distant from our local waters, I personally know that some of our members have circumnavigated the Island, and I have had (fleeting) dreams of doing it myself. I would be much less inclined to do it knowing that these stations are fully automated and not manned up. As a case in point, I have a transient neighbor at Discovery Harbour who is transiting from Seattle and circumnavigating the Island at the current time. This isn't the best time of year to be undertaking this adventure, and I'm sure he will feel a lot more comfortable knowing that these west coast light stations have a living, breathing human on point to react to an emergency situation, should it arise. For more information, visit this website:

[CCG: Don't Destaff Light Stations! – Union of Canadian Transportation Employees \(unioncte.ca\)](https://www.unioncte.ca/)

Recent Events:

- On Wednesday September 18, a barbeque dinner get-together was held at the Fish and Wildlife Clubhouse which was well-attended. As usual, the food (supplied by members) was great. Following the dinner, our guest speaker was Mr. David Christian. David is a master boat builder and is a Campbell River local long-time resident who moved here from Ocean Falls many years ago. David's talk, besides being very informative, included some humorous anecdotes about his time around marinas and workboats. At the completion of his talk, members asked questions related to boat maintenance and repairs, of which David answered in an informal and instructive manner.



Plate 4. Mr. David Christian, master boat builder, giving a talk to CRYC members.



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*):

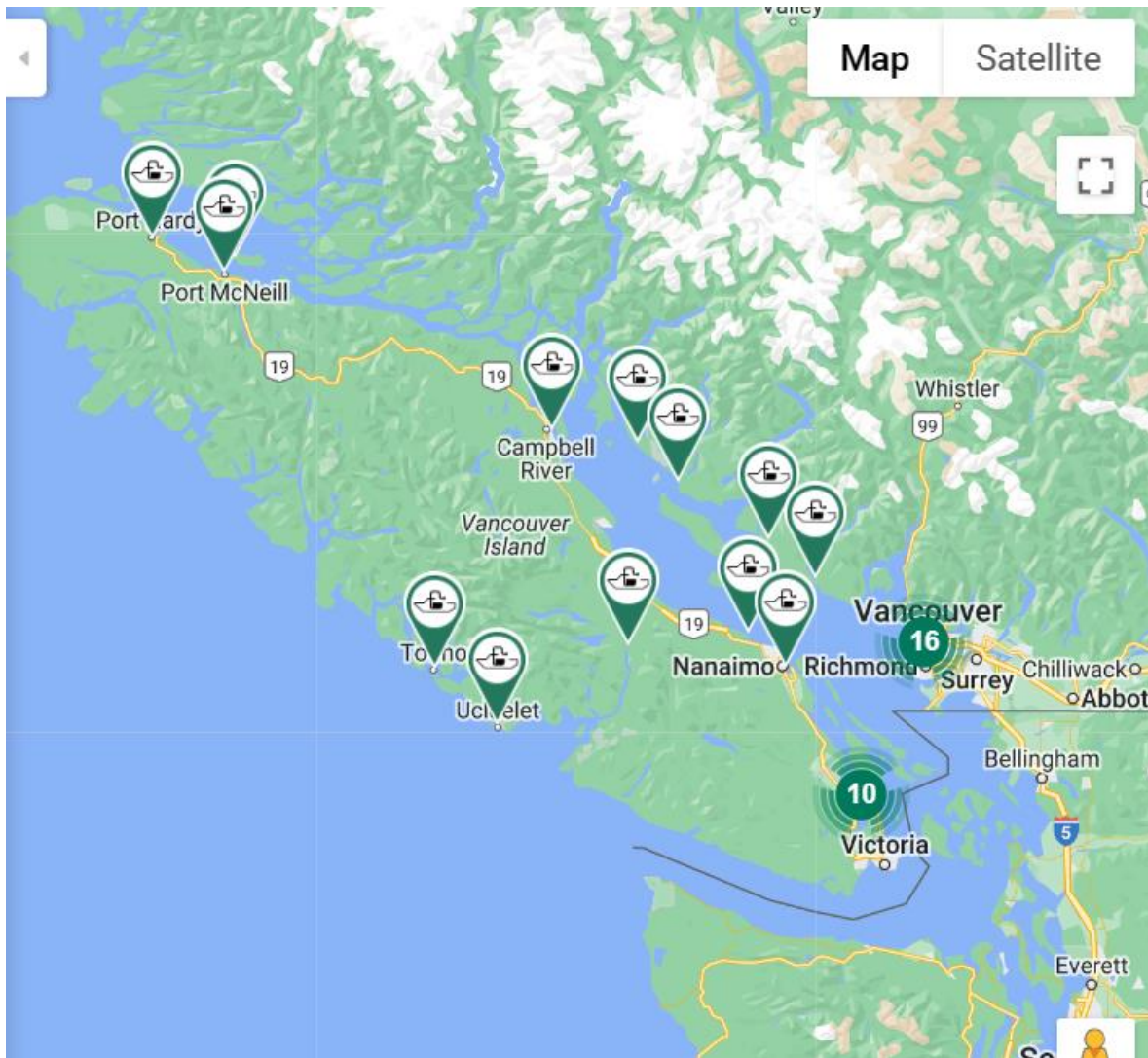
- You are required by law to have a lifejacket or PFD (Personal Flotation Device) on board for each person on a watercraft. This includes human-powered craft.
- A lifejacket is your best defence against cold-water shock. Research shows that unexpected immersion in cold water is a serious risk to life 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

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

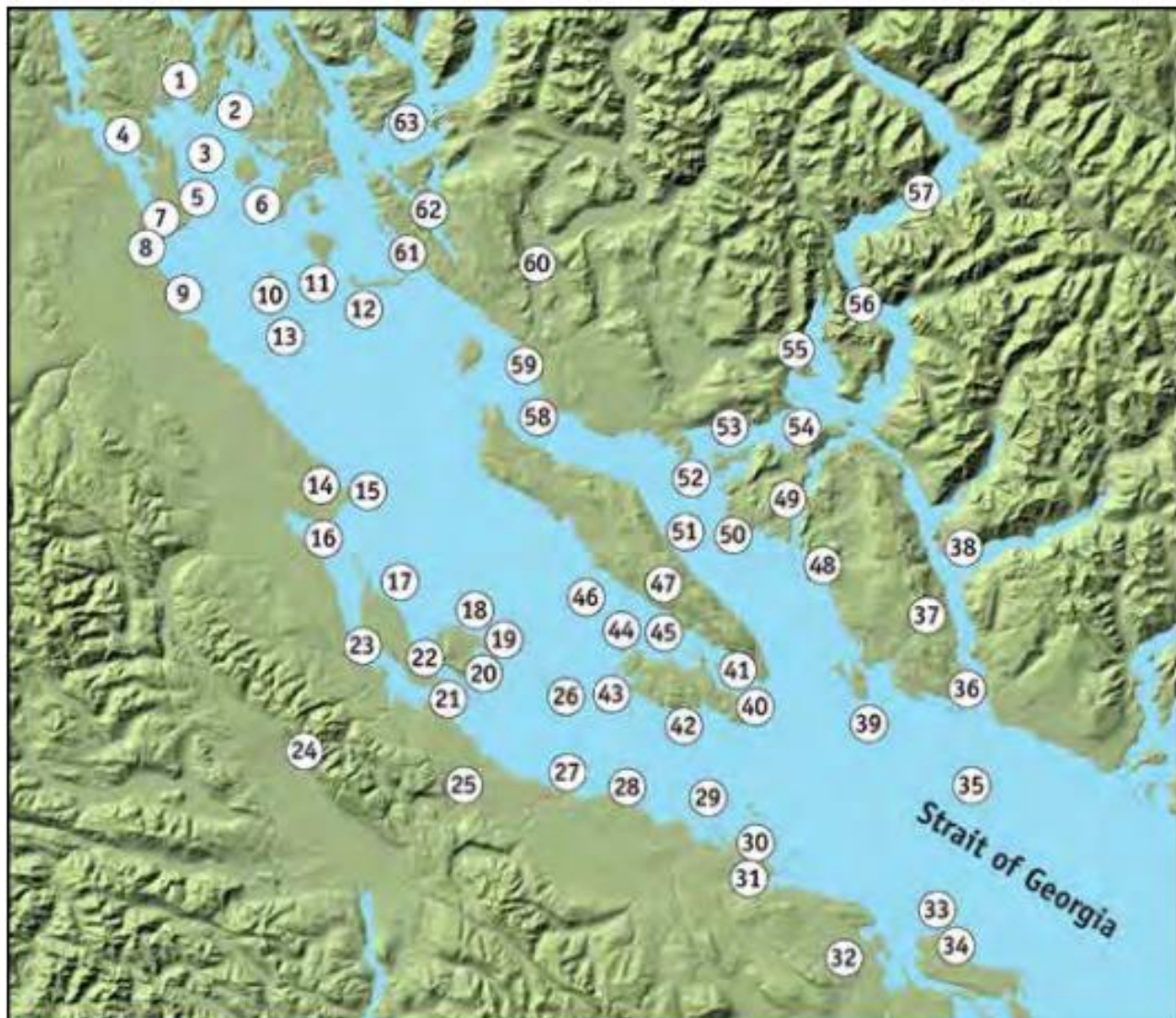
Environnement
Canada



www.ec.gc.ca

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 \$325.00 in 2023 to the local Campbell River Food Bank, (a worthy recipient).

Members Boat

In this issue, I am showcasing “*Salient*”, a Truant Triad 37 ft. sloop, owned by CRYC members Cal Bridge and Cris Pomeroy.



Plate 5. “*Salient*”, tied up at Refuge Cove, April, 2024

Cris provided me with a short description of “*Salient*”, as follows:

“*Salient* is a 37 ft, Truant offshore sailboat which was built in 1985 at Saltspring Island. She was designed by the well-known William Garden. His designs are easily recognized by a canoe style stern with a fan tail. A solid heavy boat weighing over 25000 lbs. with 8000 lbs of lead in the keel. *Salient* is great as a coastal cruiser but would be a sea-worthy sailing craft capable of an ocean crossing. In fact, the first owners Joy and Brian Bowie who were also members of the CRYC, sailed to Mexico at least once without incident. *Salient* is not the fastest boat being beamy at 12.2 inches and heavy but always feels safe in a blow.

Salient is well equipped with an Aries Windvane, auto-pilot, watermaker, a variety of sails including a storm jib, and spinnaker, a dickinson diesel furnace and a hot shower. It has a pullman berth with the head in the bow and a couple of other spots for overnight guests.

We bought the boat after falling in love with her at Sydney marina after spending a winter looking at boats online. Although Cal had lots of sailing experience with small dinghies and hobie cats, it was our first large boat and we have learned a ton in the eight years we have owned her. We lived on board with my dog for a year and a half, having winter moorage in Victoria’s Inner Harbour. We have cruised in the Gulf islands, Desolation sound and Broughtens.

Looking back, we sometimes wonder if we should have bought a nimble light boat with a fin keel for speed and maneuverability. But *Salient* is an old friend and has always kept us safe and secure with the bonus of a comfortable journey.”

Wikipedia provides a description of the renowned Canadian boat designer and marine architect 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".

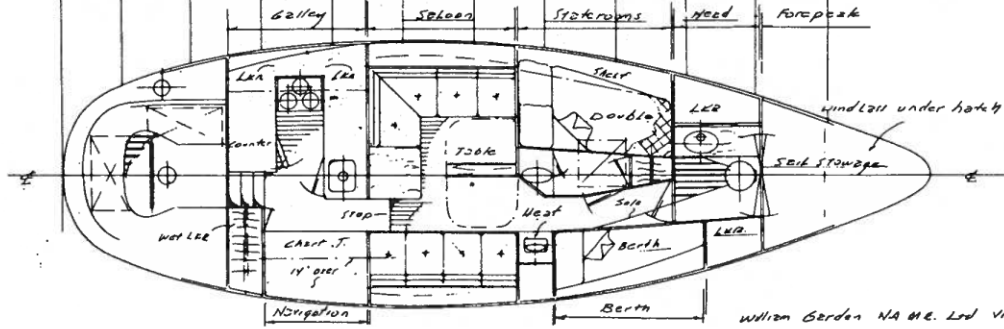
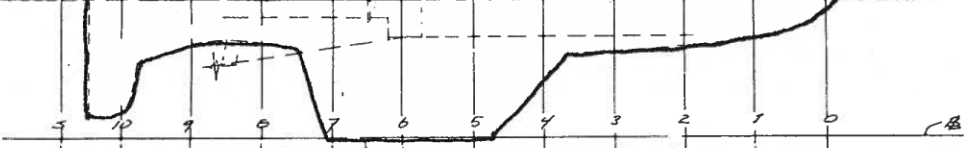
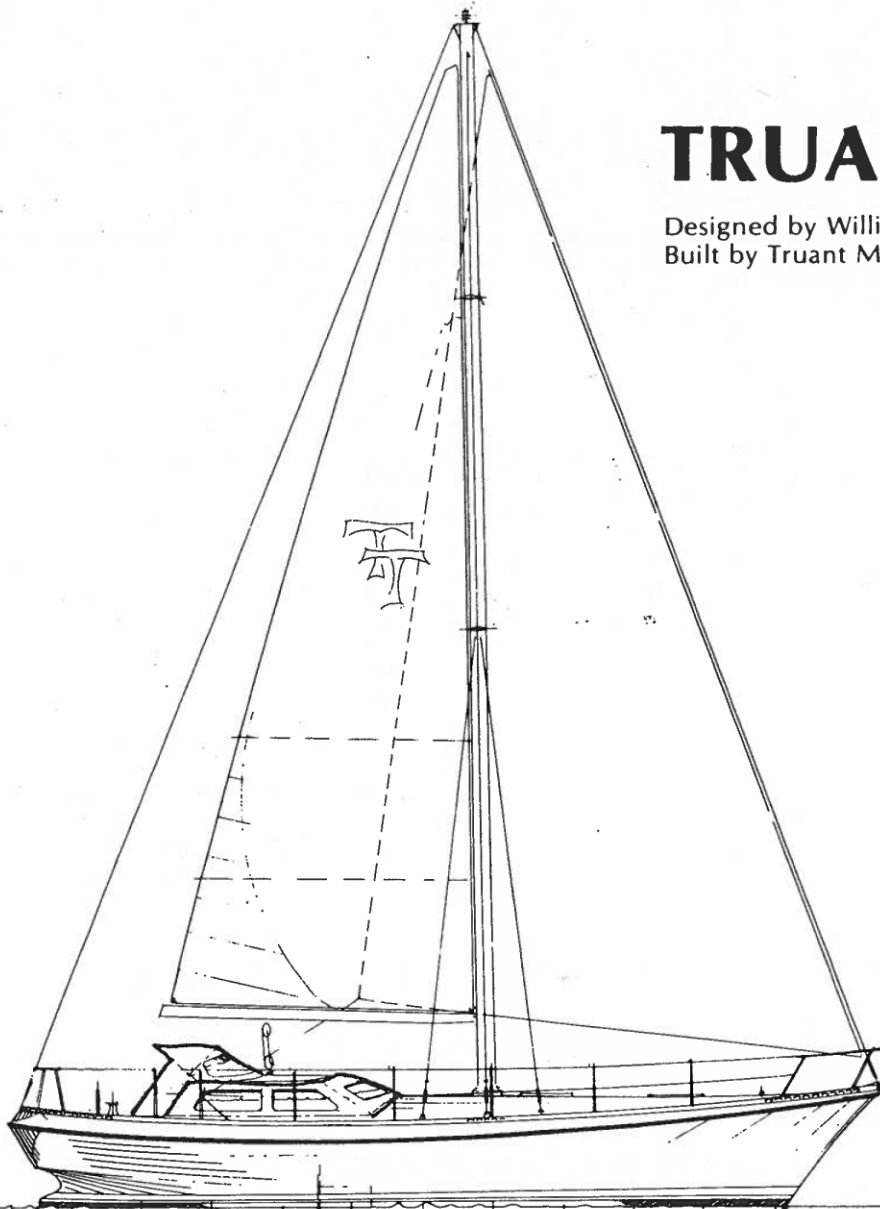
He died April 29, 2011, at age 92."

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. "*Salient*" is the cruising design. The following pages detail the specs for "*Salient*". At a yacht club get-together at Refuge Cove this spring, CRYC members (including myself) were happy to view and inspect the boat. I have provided some photos of the interior décor (spacious, classical wood and roomy), plus photos and drawings of her provided by Cal and Cris.

TRUANT TRIAD

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



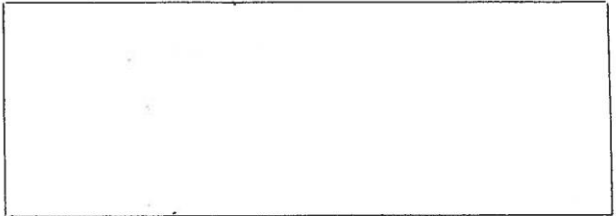
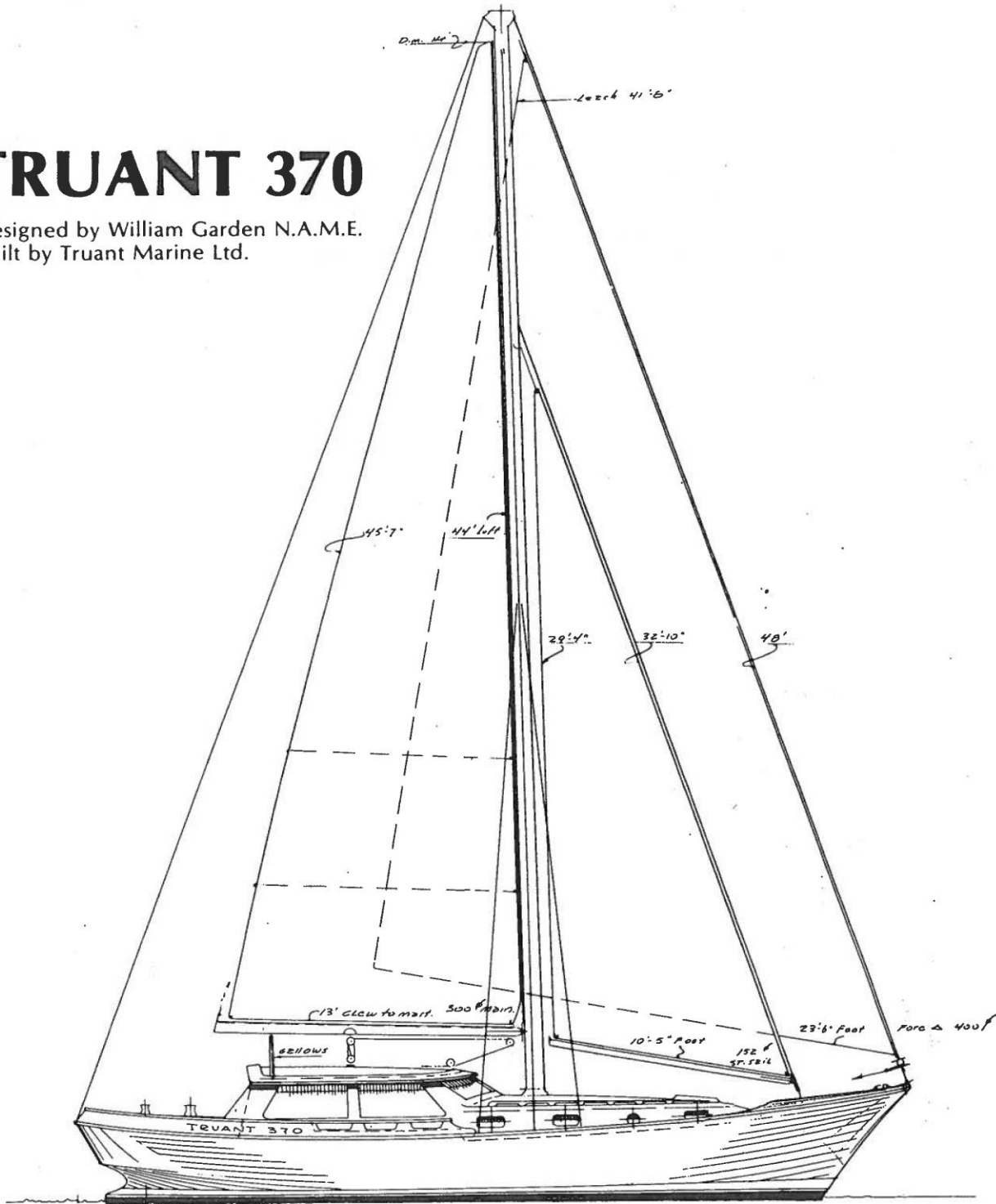
Scale $\frac{1}{8}'' = 1'0''$

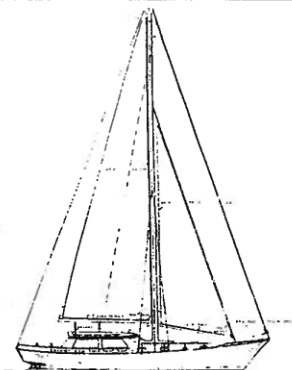
TRIAD 370	
Profile & Plan	
37' X 12' cutter Yacht	
for Truant Marine Ltd	
L.W.L.	31'9"
Depth	5'6"
Displ. 80% load	12000
150% disp.	2000
Stow. disp.	7000
Power 100 HP Diesel	
W.L. Ref.	#623

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.

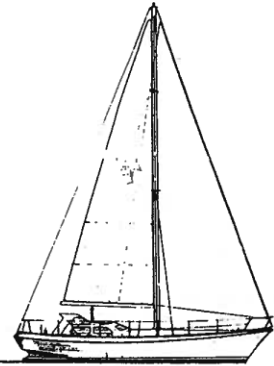
2 fire extinguishers.

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

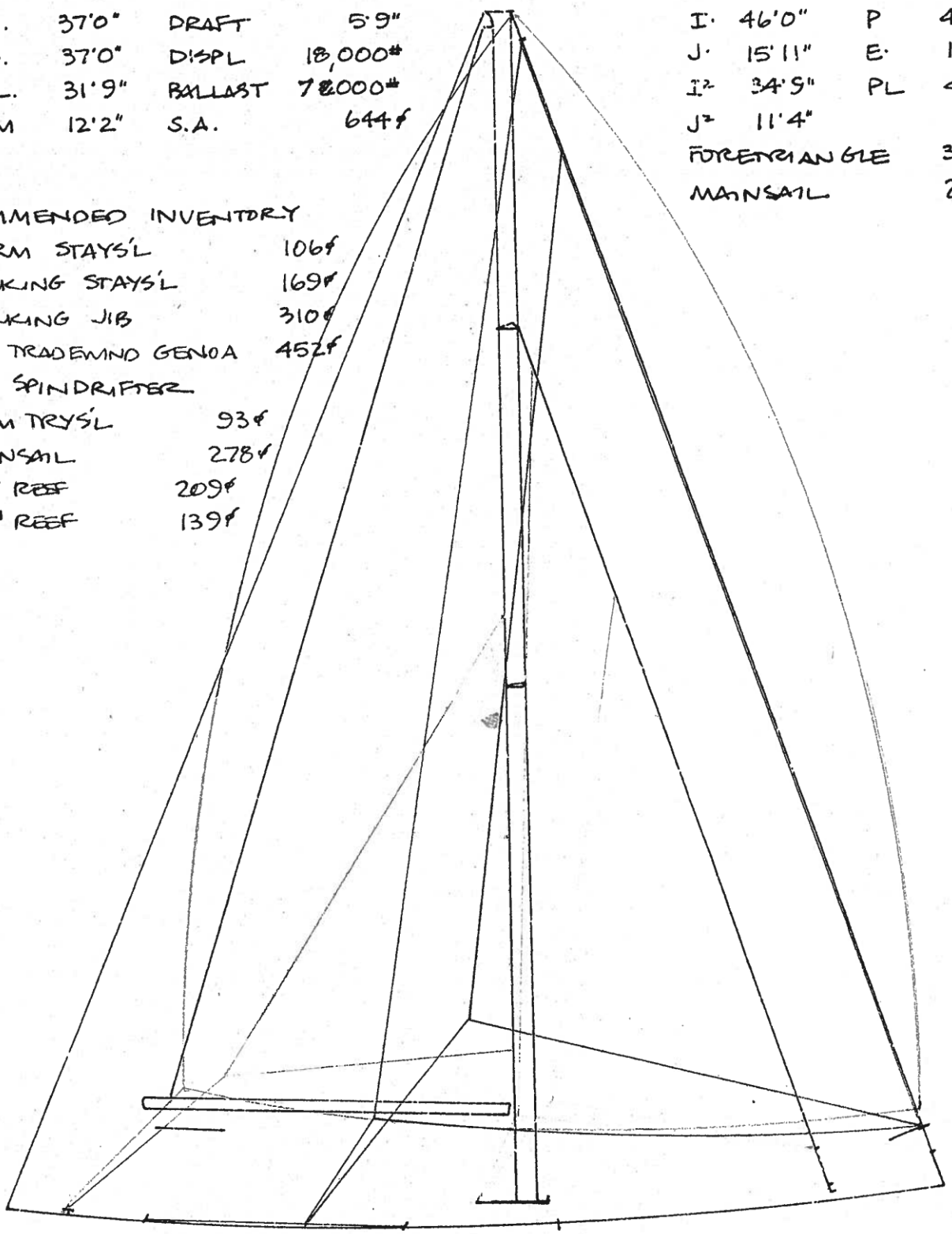
Vancouver Island

L.O.A. 37'0" DRAFT 5'9"
 L.O.D. 37'0" DISPL 18,000#
 L.W.L. 31'9" BALLAST 72,000#
 BEAM 12'2" S.A. 644f

I: 46'0" P 42'3"
 J: 15'11" E: 13'2"
 I²: 34'9" PL 45'5"
 J²: 11'4"
 FORETRIANGLE 366f
 MAINSAIL 278f

RECOMMENDED INVENTORY

- STORM STAYS'L 106f
- WORKING STAYS'L 169f
- WORKING JIB 310f
- 125% TRADEWIND GENOA 452f
- 165% SPINDRIFTER
- STORM TRYS'L 93f
- MAINSAIL 278f
- 1st REEF 209f
- 2nd REEF 139f



SCALE: 3/16" = 1'

KEITH AND MAUREEN WILSON

GARDEN 37

6.12.92

L.O.A.	37'0"	DRAFT	5'9"
L.O.D.	37'0"	DISPL	18,000#
L.W.L.	31'9"	BALLAST	2000#
BEAM	12'2"	S.A.	644f

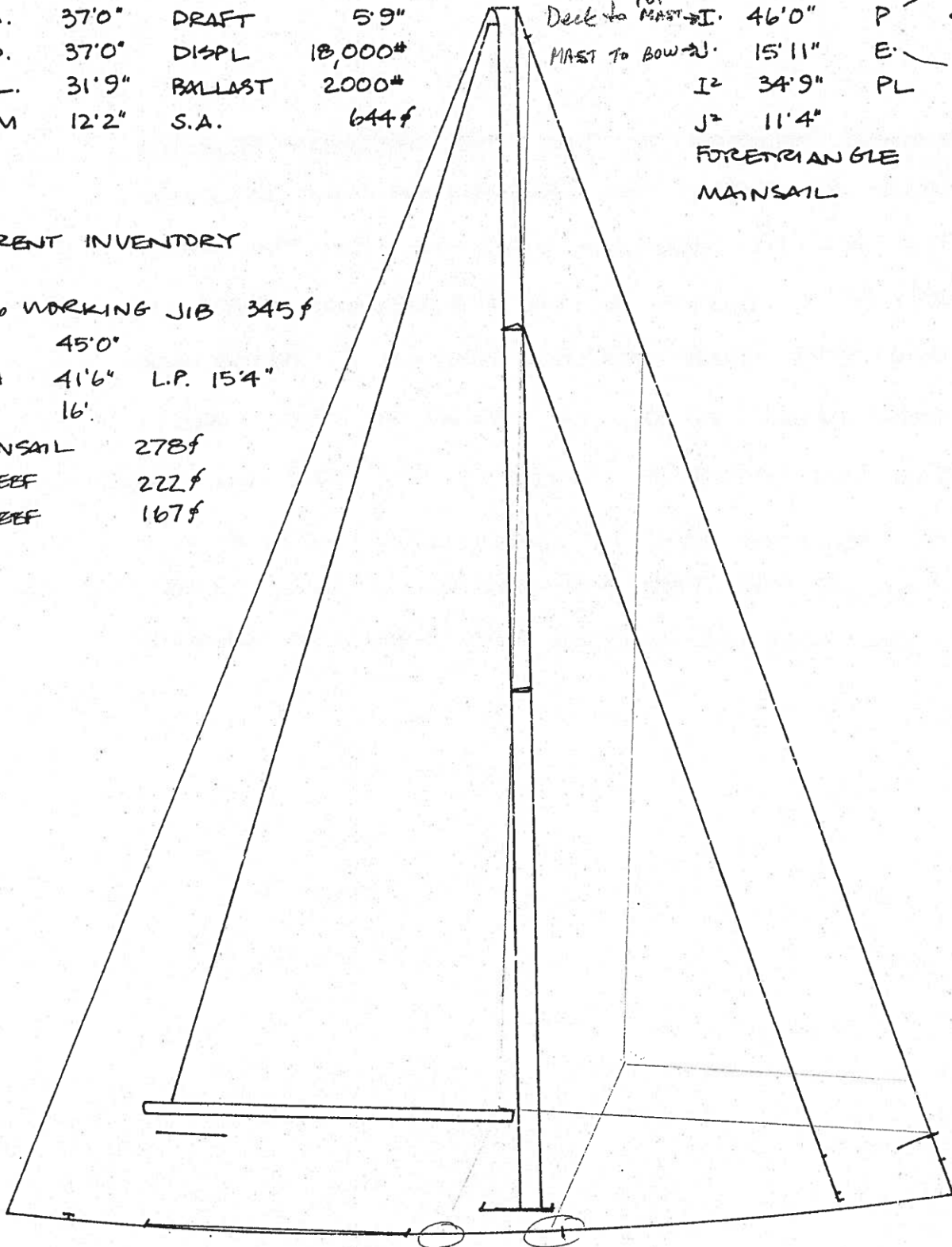
Deck to TOP OF MAST → I. 46'0"
 MAST TO BOW → J. 15'11"

BOOM TO TOP OF M. 42'3"
 E. 13'2"
 PL BOOM

I² 34'9"
 J² 11'4"
 FORETRIANGLE 366f
 MAINSAIL 278f

CURRENT INVENTORY

95% WORKING JIB 345f
 LUFF 45'0"
 LEECH 41'6" L.P. 15'4"
 FOOT 16'
 • MAINSAIL 278f
 1st REEF 222f
 2nd REEF 167f



644

NOTE: JIB SHEETING TRACK SHOULD START 15' APART HEADSTAY TO ACCOMMODATE JIB IN MAX REEFED POSITION - OR, YM COULD

SCALE: 3/16" = 1'



Plate 6: The well-appointed galley of "Salient".



Plate 7: The spacious interior seating arrangements in "Salient".



Plate 8: *“Salient”* interior looking down companionway.



Plate 9. Sleeping and bathroom quarters in “Salient”.



Plate 10: “Salient” resting at anchor in a beautiful low-tide setting.