

# North Star

Membership Publication by the  
**Vancouver Island North District**  
(a Unit of Canadian Power & Sail Squadrons)



## *Commander's Corner*

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It was June of 1996 when I carried my wife, Mary, now of 47 years, across the threshold of our new home on Gabriola Island. Some short time later, our new friend Hugh Sproule was sitting in our living room as we discussed what we might do to occupy one's time here on this island, and I enquired about the "Power Squadron Course". As a sailor of Lake Ontario and Georgian Bay of many years, I always envied those who flew that snappy looking flag, and wanted one myself but never had enough time to "do the Power Squadron". So Hugh told me about the Squadron that had just started right here at home, and I didn't have to go to Malaspina College after all!

Along with 12 others we sat through the Boating Course, then some of us through Piloting, immediately followed by AP. What an eye-opener! This was good stuff to know. And just as important, what a great bunch of people to be associated with – people who knew what safety on the water was all about, how to share that knowledge and have fun doing it. This was my kind of organization.

So here I am, nearly 12 years later, ready to take on a year as District Commander. I only hope I can do justice to the position, bearing in mind the dedication of those leaders who preceded in VIND: Ray Orr, Barb Hoffstrom, Sue Loveless, Walter Turch, Charlie Pryde, Jens Oster, and Sharon Wipper.

It is an honour for me to have the opportunity to serve as your District Commander and together with the fine assembled team for 2008-2009 make this a year of success and fun.

Don Butt, AP

### *North Star*

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*Ballenas Squadron*  
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# VIND Rendezvous

Maple Bay Marina  
Friday- Sunday August 22-23-24

## Registration Form

Please print (Information will be kept confidential)

Name(s) \_\_\_\_\_

Street address \_\_\_\_\_

City, Province, Postal Code \_\_\_\_\_

Phone # \_\_\_\_\_

E-Mail \_\_\_\_\_

	#	Amount
Registration @ \$ 12.50		
Children under 6 (free)		
Milk for each child Y/N		Y N
TOTAL \$ amount (enclosed)		

**Registrations must be received by August 9 th.**  
**No ticket sales at the time of Rendezvous**  
*Registration includes events, BBQ Saturday night & Sunday Breakfast*

Will you attend the Sunday breakfast ?	Y N
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We have reservations for 10 boats, please make your own arrangements, call or e-mail Carol Messier 1 (250) 732- 2558, [carol@beca.ca](mailto:carol@beca.ca)

The spaces for the vessels will be held until August 14 th  
We must vacate the premises by noon on Sunday  
There is no on-site camping, there are many campgrounds close at hand

Please make your cheques payable to **VIND Rendezvous** and mail to:

Clifford Miller,  
2687 Mathew Place, Mill Bay B.C., V0R 2P2

Questions 1(250) 743 7030, e-mail [whiskyjack@shaw.ca](mailto:whiskyjack@shaw.ca)

# *Hale's Hailings*

Angus called to see what our weekend cruise plans were. We had had thoughts of heading over to the Sunshine coast, but decided to meet up with him instead. We made plans to meet at North Cove on Thetis Island Saturday night.

We launched at French Creek late Saturday morning and cruised down the outside of Gabriola Island to Silva Bay. We followed a boat past the East Cardinal buoy by Carlos Island, through the narrow passage and into the harbour. It was full of boats anchored out, and the Silva Bay Marina was advising boaters that they were full, and to try Page's Marina next door. We stopped at the marina, but there was a wait and we did not need fuel that badly, so quickly departed. As we entered the narrow channel by Sear Island, a float plane came roaring around the bend on a landing run. We were in the middle of the narrow channel. He was in the middle of the narrow channel. I was looking at this very menacing propeller and a very surprised pilot who had nowhere to go but through us. I spun the boat to the right and jammed on the power. He veered to his right and one pontoon almost lifted into the air as he turned as hard as he could. We missed.

As the tide was low, the channel was at its narrowest. This being our first time in this area, I was traveling slowly, keeping to the centre of the channel. Nearing the other end, a small dinghy roared past us at full speed, rocking us with their wash. We sped up once out of the channel and headed for Gabriola Passage. As we passed by Drumbeig Park, we recognized the landmarks we had seen on previous visits by ferry.

Gabriola Passage was in full flow, and looked like a hill of solid water spilling into roiling eddies. Huge waves were making the passage look very unfriendly, and a large cruiser was wallowing in the waters ahead. I did not like the look of the waves and came about, heading for calm water. We watched the cruiser that was throwing up the waves in the swift current. He was having problems. He was also flying an American flag. He was weaving and listing at every weave, like a drunken sailor, trying to power his way up the swift 8 knot current. For a while, it appeared he would not be able to do it, and several times we feared he would capsize. After an eternity, he finally cleared the narrows and motored happily on. Once the waves had calmed down, I put on power, got up on step, and zipped over the water effortlessly. Indeed, in that kind of flowing water, the instability of the eddying water just adds to the fun of the ride!

We swung into Degan Bay and tied up at the first wharf. A lady came down and advised us that it was private, so we shifted over to the government dock and found an empty spot to tie up for lunch. After a stroll around the area we continued our journey down Playdes Channel to Tricomali Channel to Porlier Pass. As it was still in full flood, we did not go through, but headed down around Kuper Island and back up to telegraph harbour on Thetis Island. We refueled at the Telegraph Harbour Marina and wandered up to the store in search of cooking oil. (We had forgotten our cast iron frying pan and cooking oil for our stir fry. Cooking on the camp stove on the boat is a new experience, and we are not yet fully equipped.)

CRUNCH!!! CRACK!!! VROOOMM!!! Yelling!!! People running down the floats! It appeared that there had been a collision at the float near the end of one of the fingers. We wandered down to find that a very large yacht (again flying an American flag) had backed into the pylon at the end of the finger, sideswiping another boat in the process. Damage appeared to be all above the waterline on two boats, but the pylon was now tilted and the float splintered. The marina crew were doing their best to let tempers cool before sorting out the details. Of course, everyone was now on the floats gawking at the excitement and empathizing with the poor fellow who had been hit. There was not much sympathy for the fellow causing the damage.

We picked up some literature for future cruises, and slowly motored across to the Thetis Island Marina. We picked up more information there, then headed for North Cove. We arrived to find only a three other boats anchored. I felt North Cove was fairly exposed compared with most of our anchorages, but needed more water to accommodate Angus's boat. He ran Dodd's Narrows on the evening slack, arriving before sundown. He had a preferred spot, and I was too close to the shoal for his taste, so we moved and reset the anchor, rafting for the night. We had an enjoyable evening socializing with him, Helen, and of course, Rosie, their Westie pup. Susanne



**VANCOUVER ISLAND NORTH DISTRICT  
(A UNIT OF CANADIAN POWER & SAIL SQUADRONS)**

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*We're on the Web at:*  
[www.vind.org](http://www.vind.org)



## *Hale's Hailings*

was again in seventh heaven, Westies being her favorite dogs.

The weather gods were with us, and we had a quiet, calm night. The moon was full and playing hide-and-seek with the clouds, creating a surrealistic scene with the island and the anchored boats with their glowing anchor lights. I sat up for quite a while trying to get a picture with the digital camera and the different settings, but could not capture the luminous quality of the thin clouds with the moon behind them.

After sharing a delicious morning coffee and breakfast, we pulled anchor and headed up to Dodd's Narrows. We took a few pictures of his boat as we headed out. Angus was motoring and had to time it right to catch slack water, while we prefer to run it at non-slack times. We have the power and speed, small wake at speed, and there is seldom any traffic. It tends to get crowded at slack... ask Angus. He has a story to tell about that day and his transit through the narrows...

It was a beautiful day with a warm moderate wind from the west. We had our usual lumpy run up from Nanaimo, and I decided to swing out to the east Ballenas Island. We anchored in a small cove on the east side of the island that was protected from the wind, blew up *Abit*, our dinghy, and rowed to shore. We bushwhacked along the shore until we came to a trail that was not totally overgrown, and followed it to the center of the island. We went to the north side to look at the foundations reputedly left over from World War II, then down through the fields. The cherries were ripe, so we picked and munched until sated, then walked down to the main beach. There were a couple of boats moored there, but the wind had eased and they were not bouncing much in the calming waves. We returned to the field, ate a few more cherries, then made our way through the brush to our boat. The water was quite calm now, so we had a swift and smooth ride back to French Creek.