



Winter 2010 THE SEA COASTER

Water Access Only Homes: The Ultimate Retreat

While there are numerous houses on the West Coast and surrounding islands with no car ferries, there are probably 200 – 250 homes with no road access. Many are visible from passing boats. What types of people choose to live this way? The answer is a great variety, but most of them value their privacy above all else. In fact, it took me several months just to find enough people in these remote locations who would talk to me about their homes. Here are a few examples. With some of them I have not included the exact location of their places or their full names to protect their privacy.

The **Merry Island Lighthouse keepers, Don and Kathy Richards** have lived this isolated lifestyle since 1979. They have been at Merry Island since 1987. They decided to try it to begin with and liked the life style; the isolation didn't bother them and they were able to entertain themselves. What they like best is the 360 degree view, the stunning beauty, the fishing and water sports. When visitors do join them they are all the more special. They bring their supplies in by boat and Coast Guard helicopters and use generators for power. Unfortunately for the boaters of the coast, lighthouse keepers are being phased out with GPS so common, but it seems Don and Kathy will remain for now. See Spring 2010 issue (p. 4) at www.coastcps.ca for coverage of Canadian lighthouse decommissioning.


A very different establishment is **Bird Point Retreat run by Tony and Helen**. This is a luxury camping retreat with 10 tent cabins, each with a wood stove, a 2-level cottage that sleeps 8, a central building for eating and bathing complete with a freezer and fridge. There is solar power in the summer and a generator in the winter. They can accommodate 30 guests total. Tony pointed out to me that this is not a destination for boaters. They tend to come in and ask lots of questions, taking up the staff time, walk their dogs and don't stay at the retreat. However, if you want a break from your boat and want to enjoy staying at this camp, please contact them through their website: www.birdpointretreat.com

Jamie grew up in his retreat. He was 8 months old when his parents established it on Porpoise Bay Inlet in 1978. He has great memories of it as a family home, close to nature, away from it all. He has expanded the house, and these days he flies in and out in his float plane from Vancouver where he works. However, the house still has a propane stove and fridge, wood heat and golf cart batteries for lights. The generator still gets started up occasionally when needed. Now his house is in a transition zone with roads and electric power close by, hardly the remote cabin it was in 1978.

Recently a new totem pole was raised in Egmont, the end of several years of work by **Arnie Jones**. He and his brother lived on **First nations land** as children with their grandmother. Then he had to go to the Catholic Residential School in Sechelt. When he was 16 he left and started working in various places. Eventually he and his partner, Sonya came back to his childhood land and have lived there ever since. They have both electric power and phone due to the proximity of the nearby mine, but they bring in all supplies by boat. He makes his living as a woodcarver. Five of his totem poles are in Sechelt.

The Totem Sea Farm Inc. has been run by **Gus and Dana Angus in Jervis Inlet** since 1977. It is the smallest fish farm and the only one independently owned in BC. They have to sell their oysters and fish to the Japanese and the US. markets due to the aggressive lobbying by their competitors. They do research on sable fish, a very delicious white fish. They have 4 solar panels on the docks that run acoustical deterrent sounds every 2 ½ seconds to deter the harbour seals. Their house power is generator and solar, but they are developing wind power. They enjoy the occasional guest, so boaters are welcome to see what they are doing without chemicals or other harmful additives. If you would like to purchase some of this organic fish or oysters at the farm, contact them through their website: www.totemseafarm.com While they have a phone, e-mail is more reliable due to the remoteness of their location.

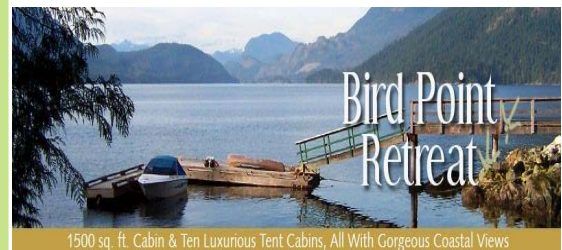
Compiled by Vicki Starfire



Sunshine Coast
Power and Sail Squadron
Newsletter



Merry Island Lighthouse



1500 sq. ft. Cabin & Ten Luxurious Tent Cabins, All With Gorgeous Coastal Views



Commander's Corner

by Diane Melody



It's that time of year when we look back over the one just ending and begin to make plans for the new one arriving. Our Squadron continues to struggle along with very few members doing a great deal of work. But most of what we do is positive and we enjoy our accomplishments.

Throughout the year we have held graduation parties for those who have taken courses. We have offered socials where everyone is most welcome. We had an afternoon cruise and swimming party. Last month, we had experienced boaters show us how they planned a 2 month cruise. The photography was amazing. We thank all the members who attended and have contributed in some way to our programs – we really appreciate your help.

The past months have also had their share of sadness as May Milling, a Squadron Past Commander disappeared and still has not been located, and Walter McPhee who has donated so much of his time in helping boaters keep safe through the Halfmoon Bay Coast Guard Auxiliary and teaching CPS Courses. His illness took him very quickly. Our thoughts are with their friends and family during this time of year and to other members who have suffered a loss this year.

The Training Officer and I attended the National Conference in October. After much discussion - PCOC successful candidates are offered an Associate Membership. Those who are successful with the Boating exam are offered Full Membership. We learned that many squadrons are using Facebook and Twitter as great ways to reach the public, so anyone who is familiar with these programs, and is willing to help us out in this area, please let us know. The decline in Membership is a serious problem as it affects the courses and other activities that we are able to offer.

As of April 15th of next year, the PCOC providers will use a 50 question exam - as does CPS already. The Department of Transport 's online course will be studied step by step. If the first step isn't successful, the student can go no farther. CPS is also developing an online course. In the New Year, the Maritime Radio and PCOC courses will be offered. Look at our website for details.

I send a heartfelt thank you out to the Bridge members and those who are friends of the Bridge. You all have worked diligently at your tasks, and I appreciate it.

Happy Holidays and Many Blessings to Everyone.

Maritime Radio Course

This complete package with CD, and the new Digital Selective Calling, will prepare you for the Restricted Operator Certificate (Maritime) with DSC Endorsement exam.



Please contact us at courses@coastcps.ca for more details or to express interest in other courses. You can register online at www.cps-ecp.ca. Also, you can check our website for more details: www.coastcps.ca. Please read the article about elective and advanced courses on page 6.

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To subscribe or to unsubscribe from **The Sea Coaster** newsletter, please e-mail: newsletter@coastcps.ca. All contributions of articles, art work, or photos are most welcome.

UPCOMING COURSES AND EVENTS

1/19 & 1/26 **Maritime Radio VHF-DSC**
Sechelt Senior Centre, 5604 Trail Ave.
7pm, Members \$60, Non-members \$75
register online at www.cps-ecp.ca
or first night class
Info: John Atkinson 604-740-5852

2/2 - 2/16 (3 Wednesdays) **Boat Pro Course**
Sechelt Sr. Centre, 7pm \$75
register online at www.cps-ecp.ca
or first night class
Info: Sally Skelton, 604-740-5852

Boat Pro Course
Approved Boating
Handbook and the
seminar prepares
you for the
Pleasure Craft
Operator Card



(PCOC) exam. The best of the PCOC seminars available, this highly acclaimed seminar was one of the first to be accredited by the Canadian Coast Guard.

Flotsam and Jetsam

This column reports local marine news along the Sunshine Coast. Contributions about interesting boats or vessels, local colorful people, events or other personal interest stories are most welcome.

Gibsons – Fifty shoreline and 40 scuba diver volunteers participated in the 9/25/10 harbour cleanup. Some of the things found were, “bags, plastic bottles, discarded clothing, used household and commercial debris” (*The Local*, 9/3/10, p.1), old tires, wood parts to boats, lots of plastic all put into bins or containers for recycling. Across Canada similar cleanups were taking place. “Over 160,900 kg. of litter was removed from a cumulative distance of 2,500 km of shoreline in 2009.” (*Common Ground*, 9/2020, p.38). Some unusual things that were found on Canadian beaches: false teeth, a bottle with a message inside saying “Please don't litter”, a canoe made of duct tape, a wedding dress, a safe from a hotel and a clothesline complete with poles and pins.

Egmont – There was more mooring room at the Government Wharf due to the absence of 2 large fishing trollers. One was hauled away because of failure to pay moorage and is now in Powell River. The other left after completion of some welding work. However, more boats have arrived from the Moccasin Valley docks that were recently declared unsafe. Thus the crowded conditions with boats rafted 3 deep still exist. The Moccasin Valley docks are supposed to be repaired during the winter.

Porpoise Bay – A pod of dolphins were spotted in the inlet several times last summer. The launching ramp has been lengthened and repaired. Environment Canada insisted that the City Council plant eel grass nearby to counteract the impact of the ramp. This is due to the fact that the area is a critical habitat for spawning herring. There is a drop box in the parking lot nearby for the \$5 launching fee to use the ramp. All derelict boats have now been removed, and work is going ahead on the boat pumping-out facility located on the government dock.

Old outdated flares – They can be discarded at the Sechelt Landfill located on Dusty Road off of Sechelt Inlet Road. They cannot be shot off in any location or any time of the year now as a means of discarding them. The shooting of a flare will bring you the Coast Guard and a possible fine as there is no emergency.

Gibsons Paddle Club

There's a wonderful resource available for boaters who want to get out on the water but don't want the investment of their own boat – the Gibsons Paddle Club. Every Sunday morning you can drop in at Gibsons next to the Gibsons Marina boat launch to try paddling in an outrigger canoe. You can drop in two times at no charge before paying to become a member. If you are interested in dropping in call the club president, Diane Hill, at 604-886-9240. Members arrange their own crews with paddles scheduled at different times. About 20-30% of the members paddle year 'round with warmer gear worn in the winter.

Most of the 120 members are recreational canoers, but there a few who train for races like the January Ice Breaker Race in Vancouver and the Howe Sound Outrigger Race in Gibsons. The outrigger canoes seat 4 - 6

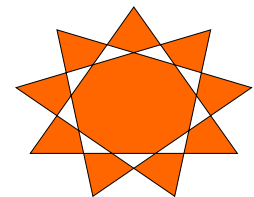
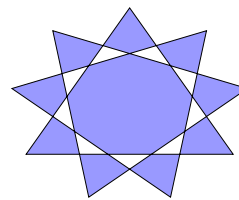
A Coastal Icon Passes On



On October 19, 2010 Walter McPhee passed on after a short battle with cancer. He was described in the recent Coast Guard Auxiliary newsletter: “Walter was a magician with words and had an encyclopedic mind, being able to add to any conversation about any topic from a knowledgeable position. We will miss him dearly.” (<http://www.ccg12.org/news/?action=view&nid=130>)

He was a member and taught courses for the Pender Harbour Power Squadron, and the Sunshine Coast Squadron, so many members knew him. Don Orchard recalls some of his many good deeds helping others. During Walter's father's celebration of life after his death, Walter still took the time on that day to visit Tony Fay who was in the hospital. Tony was Commander of the Sunshine Coast Squadron in 1994-94 & 2003-2005. More recently Walter drove Don home from the ferry when Don was returning from his trip to Ontario on August 6th. Even though Walter had just been through a chemotherapy session, he stopped with Don at the Legion in Madeira Park before taking Don home.

Tim Adams recalls that Walter was a great story teller, especially about sailing and his famous dad who was captain of the *Bonadventure* (a Canadian Navy aircraft carrier). Tim says about Walter, “You could always count on Walter but you had to wait a bit as he was often late.” He will also be remembered for his good training sessions for the Coast Guard Auxiliary and the Power Squadrons. Walter had no wife or children, but many people still consider Walter their mentor.



persons, and the club has a larger voyager canoe seating 7-12 persons. The canoes in Gibsons take trips are along the coastline from Hopkins Landing to Bonniebrook, around Keats Island with a few venturing out to Paisley or Gambier Islands. Canoes in Sechelt, including the voyager canoe enjoy the waters of the Sechelt Inlet. However, the voyager canoe can go on longer trips and goes on the Pulling Together Journeys with members and native youth in the *Dolphin Spirit* canoe. Anyone interested can get more information on the website: www.gibsonspaddleclub.ca or email outriggers@gibsonspaddleclub.ca. If you join before January 31st, the membership fee is \$125/year.

Member Profile

How well do you know your fellow squadron members? Each issue The Sea Coaster will feature a different squadron member or officer of the bridge, so we can all get to know each other a little better.

Name: Gordon Hall
Squadron Positions: Founding Commander, instructor of Basic Boating, Power Seamanship, and Advanced Piloting. He taught 35-40 classes and re-wrote the Seamanship manual for National. He was also President of the Coast Guard Auxiliary for western Canada.
Home Port: Porpoise Bay, MacKenzie's Marina
Member Since: 1966. He's now a life member.
Past Employment: He was mostly self-employed. He had a Home Oil bulk fuel service on Wharf Street and Porpoise Bay Inlet, a steel fabricating business and sold real estate. He also conducted marine surveys with the Coast Guard in northern Canada.
Current Boat: *Ahamoo* (native for "little pigeon"), 32 ft. fiberglass cabin cruiser with a diesel engine.
Favourite Anchorage: Storm Bay. He prefers to anchor out to tying to a dock.
Most memorable boating experience: When he was in his early '20s he had a boat sink in a westerly gale. He was in the water for 12-14 hours before he was rescued. This was the beginning of his interest in boating safety. Gordon finds it hard to pick out one experience as he has traveled by boat from Victoria to Glacier Bay, Victoria to the Queen Charlottes. He has also boated in Europe along the Baltic and North Seas.
Words of Wisdom: Study, study, study. Practice, practice, practice. Keep your boat in top shape. Carry a complete amount of safety equipment. The government regulations are only a minimum. Have confidence in yourself, explore the unknown and enjoy your boating.



Gordon at home



Buccaneer Marina water taxi and docks



Bob Mercer in his office and showroom

**Successful Coastal Business:
Buccaneer Marina and Resort Ltd.**

This is the fourth article featuring a successful Sunshine Coast marine-related business. Please see past issues for other successful businesses.

Secret Cove holds an establishment that is no secret as Buccaneer Marina had been there since 1968 when Jack and Jeannie Mercer bought it from Francis Stone. Bob Mercer, youngest son and now General Manager, explains the situation of the purchase. His Air Force father bought a cabin at the end of the bay, and every summer the family came there from Kamloops. One stormy and windy day they were driving up San Souci Road. "At that time Sans Souci was just two dirt tracks with grass between the 'lanes' and trees hanging over the road," Bob described. The blowing wind uncovered a "Marina for Sale" sign half hidden in the bushes. Jack copied down the phone number, and soon the purchase was a reality.

At first the business was just a marina till brothers John and Jerry became certified marine mechanics and started the Service Department around 1973. After Bob finished a Business Administration/Marketing degree from Douglas College, he took over management from his father in 1985. Therefore, this is a family business with well-qualified and experienced, reliable members.

Now the business includes dry land storage, a fuel dock with a convenience store (which sells live herring bait, I'm told), a full service machine shop and a marine retail and parts department. They can power wash your boat or pull boats out up to 32 ft. and put ones up to 40 ft. on the ways. They now have a third mechanic and an office administrator. Kathy Mercer, Bob's wife, is the office manager and bookkeeper. In addition, they have four 17 ft. rental outboard boats in the summer and an all-weather water taxi. There is a 95-berth marina and a few transient or overnight moorages.

What about the resort? It seems that is a bit of a misnomer. When Jack Mercer first incorporated the business in 1971, he hoped to start a resort behind the marina on some of the 17 acres they had at the time. However, one of the neighbors (who will go unnamed) complained to the right officials, so the resort never materialized. Due to the expense of incorporating, the name has never been changed.

Why not get a jump on the season next year and take advantage of this very good boat repair and maintenance business? There are no long waits at this time of year. Buccaneer Marina will re-open after the Christmas holidays on January 10th.

Contact information: (see ad on page 8)
buccaneermarina@telus.net 604-885-7888, toll free: 1-877-885-7888

Educational Article: Getting It Right

The Sechelt Rapids are singularly impressive. On a three meter tide, 200 billion gallons of water flow through the narrows. To attempt navigation at any time other than slack current can be hazardous, especially in boats with slower hull speeds. With such a high volume and narrow opening, 15 knot currents are not uncommon. My friend Wick and I had passed through here a few days back in our thirty-two foot sloop Coaster. Wick was visiting us from Colorado in order to get a taste of coastal navigation. This would be a major change from the customary day sailing on the lakes near his home. A highlight of our trip for Wick was the passage and planning involved in arriving at the rapids just at slack water.

Now we were hiking in on the well-groomed trail so he could see the rapids under more impressive conditions. The walk in to the viewing point is roughly fifty minutes from the parking lot at Egmont. We arrived at North Point just at maximum current for the ebb tide, which was 5.5 knots. About six hours earlier, the maximum current for the flooding tide was 11.8 knots. Nevertheless, even at this reduced current whirlpools and strong eddies were all about us on the Point. Wick was suitably impressed. In his understated drawl he allowed "now I see why we timed our passage for slack water". I told him that what we were seeing was pretty tame relative to the usual show for which these rapids are renowned.

We were standing together within a small knot of other hikers, when one of our group noticed a large sailboat hoving into view from the direction of Porpoise Bay, travelling in the same direction as the current. The vessel was just off Skookum Island, which is about where one would wait for slack water before initiating the passage. Any closer and the currents begin to take over and make navigating increasingly difficult. Moreover, sailing vessels usually drop their sails for the passage, to permit better control in the confined area and to transit in the least time possible.

The yacht came on relentlessly, mainsail fully set as we all stared in wonder. What was the crew thinking? Did they know something that none of us knew? That the whirling maelstrom in front of us they were about to enter was really not a hazard at all? As the boat drew nearer we could see it was about forty-five feet in length.

There were four crew on deck – one at the helm; the others grasping the handrails. One crewman, we noticed was not wearing a life vest. Then it happened. The vessel was caught in a whirlpool and began being swept rapidly sideways toward the rocks at Sechelt Islets light. It was on a direct trajectory to be mercilessly t-boned. The helmsman jammed on full throttle. One of the crew fell to his knees as he slipped on the careening deck. He barely managed to grab the lower rail as he rolled into the scuppers. Another lunged wildly for a life vest as the vessel lurched wildly out of control. As quickly as it started it was over. The boat just managed to avoid the rocks and now was swept sideways around the corner into the shelter of the lee of the Islet. The waters calmed and the crew recovered their composure and continued sailing on towards Egmont. It was as though nothing at all had happened!



But we observers saw a lot and with any luck, that crew learned a lot. What were the lessons? Wear your life vests. Most sailors are lost because they were not doing so. Why did that crewmember don his jacket when it was probably too late anyway? Why did the skipper allow him to get away with it? What was the vessel doing in the Rapids at maximum current? He only got away with it because his hull speed was slightly greater than the prevailing current and he had sufficient power to overcome the rapids. Six hours earlier and he would not have been so fortunate. Did the crew of this vessel not talk to anyone who knew the Rapids and could pass on to them some local knowledge? Did they know how to read their Current Tables? Did they have them on board?

It all boils down to using knowledge and common sense when on the water. We can use these winter months to catch up on our studies. Use of Tide and Current Tables are covered in the Seamanship and Advanced Piloting courses offered by the Canadian Power and Sail Squadron. At the very least, take the test for the Pleasure Craft Operators' Certificate. But realize that learning is a lifelong exercise. It never stops and we never can have too much knowledge. The bottom line is to make us all safe boaters!

Submitted by Jack Adams

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The following two articles are from the Prince George Power Squadron newsletter, The Icebreaker and reprinted here with modifications for your information.

Update from Canadian Hydrographic Service (nautical charts)

Some of their recent activities include:

1. New Edition of Chart 3493 Vancouver Harbour including all new multi beam bathymetry, new shoreline and other updates.
2. Two patches produced for Sunshine Coast strip chart 3311 from the 3493 data. These are for the False Creek and Coal Harbour insets
3. Sailing Directions BC Volume 1 now available in Print on Demand. This means that if you buy a new copy, all the Notices to Mariners are incorporated.
4. New Edition of Chart 3860. This is for harbours on the west side of Haida Gwaii and the first chart to incorporate this new name rather than the Queen Charlotte Islands.
5. The last area on the BC Coast without modern charts (i.e. NAD 83 Datum, metric & bilingual) is the Haida Gwaii area. Planning has begun for new charts for this area and we will be looking for feedback from people who navigate these waters. The new chart scheme is being developed and will go to stakeholders for input in 2011. CHS has no plans to effect a name change on newly printed charts until the new scheme has been implemented. Survey requirements for this undertaking are extensive and could take up to 10 years to complete.
6. Loran-C service has been discontinued as of October 1, 2010. Lattices will be removed from charts prior to future printing.
7. Ongoing production of Notices to Mariners and updates to our corresponding Electronic Navigation Charts.
8. Survey activity off the West Coast of Haida Gwaii, in the Central Coast approaches to Kitimat, for many small craft harbours up and down the coast and in various other locations.

ADVANCED AND ELECTIVE COURSES

Winter is advancing and boating for the season is finished. How about improving your boating skills by taking an Advanced course or an Elective course from the following list?

Seamanship Advanced Piloting
 Junior Navigator Navigator
 Maritime Radio Celestial Navigation
 Navigating with GPS Electronic Charting
 Radar for Pleasure Craft Depth Sounder
 Sailing Distress Signaling (Manual with DVD)
 Fundamentals of Weather Global Weather
 Extended Cruising Marine Maintenance
 Digital Selective Calling (Maritime Radio course update)

As you can see, there is now quite a selection of courses available. All of the above courses can be done by home study. If we can get a number of members who want to do the same course, we can look at offering a classroom environment for the training. For home study applications, visit our CPS website at www.cps-ecp.ca and look under "Courses".

If you have ANY interest in taking a course, please phone Bill Foley 604-886-3003 or Jack Adams 604-885-2488 of the Sunshine Coast Power and Sail Squadron. Is anyone interested in a radar course this winter?

Remember, the more boating skills you have, the safer boater you become!



Our cruises are planned to be seven days duration and following are the dates in 2011:

Cruise #	Start Date	Return Date
11-01	03 April	09 April
11-02	01 May	07 May
11-03	05 June	12 June
11-04	10 July	16 July
11-05	14 Aug	20 August
11-06	11 Sept	17 September

Our fee will be \$1,495 for a single person or \$2,295 for two persons sharing. This includes on board food, fuel, moorage, training and marine insurance. Afternoon arrival and night on board at Gibsons Marina prior to cruise departure is included if needed for your traveling convenience. On booking you may obtain your own hard copy or download of the 200 page Cruise & Learn Manual. On completion you will receive a Suncoast Sailcruise Certificate recording your experience.

Recently updated information is displayed on our website www.sailcruise.net There also you can view our latest sailing video produced in 2009 by Coast Cable 11 TV Journey into Howe Sound

John Roper Skipper/Instructor P. O. Box 692 Gibsons,
 V0N 1V0 Phone: 604-886-0540

Pam Proctor Owner

Email: jeroper@telus.net

Squadron Party Time

A very good Squadron social event was attended by approximately 40 people on November 13, 2010 at St. Hilda's Hall in Sechelt. Everyone brought appetizers and desserts to share. Fortunately for those of us watching our weight there were more fresh veggies than desserts! The coffee, tea and pop were provided free, beer and wine \$2.50.

The presentation after a short social time was by Carol-Ann Giroday and Rick LeBlanc regarding their recent trip to Haida Gwaii. Carol-Ann narrated the story in a clear, understandable way and Rick added the very beautiful music and slide show of sea life, historical sites and scenery. For more details regarding this trip and their presentations please visit this website: www.writefromthesea.com.

Special thanks to Diane Melody for setting up this event, Sally Skelton and Marshall Mitchell for organizing the hall, liquor and food, John Atkinson, our talented bar tender, and others who helped with set up and clean up, especially Bill Foley and John Atkinson.



Carol-Ann with Rick LeBlanc (The Sea Coast)

Barge on the Beach

There's a coastal rumour that the ship looming out of the water at West Bay on Gambier Island was once one of the fabled "tea clippers" running tea from China to America.



A tea clipper, not the Sir Thomas

While not a tea clipper, the "Sir Thomas J. Lipton" does have an interesting past. Built in 1919 as a lumber schooner, the ship was launched at Brunswick, Georgia, in anticipation of a rebuilding boom in Europe after World War I. In 1921, she was relocated to Honolulu; just three years later, with the lumber trade diminishing, she sailed from Iquique, Chile, to Astoria, Oregon where records show she was laid up for nine years until 1933. In 1940, she was bought by Island Tug and Barge Company and converted into a wood-chip barge registered in Victoria.

In her original form, the Sir Thomas J. Lipton measured 209.2 feet by 41.8 feet by 19.4 feet and displaced 1205 tons net. She had four masts, two decks and wooden construction. Following her conversion to a barge, her illustrious career came to a sudden end: she was driven ashore by a storm at West Bay, Gambier Island. Some say that this ignominious end occurred on her very first voyage as a barge, but that may also be part of the myth. She was not worth the cost of salvaging, so was abandoned where she lay. However, she performed a final duty even after grounding: she kept the log booms, prevalent in West Bay at the time, from going aground on the shallows.

The wreck of the *Sir Thomas J. Lipton* is on the shore of West Bay, Gambier Island, in Howe Sound. Latitude and longitude are 49 degrees 28.239'N. by 123 degrees 24.270'W. She lies at the western end of the beach at the head of the bay. At low tide, she is completely dry, at high tide she is submerged.

If you travel to West Bay to visit the *Sir Thomas J. Lipton*, and perhaps picnic in the undeveloped Sir Lipton Park and beach, raise a "cuppa" to the memory of this illustriously-named schooner.

Thanks to Mike Clement of Davis Bay who provided us with an article from the Underwater Archaeological Society of British Columbia on the origins of the *Sir Thomas J. Lipton*.

by Sue Anne Linde

Same Song, Sixth Verse

A report of sorts regarding the Gibsons Harbour Plan, Phase 2, was given at the Gibsons City Hall on December 7th by Bill Oakford, the Gibsons Government Dock Manager for the Gibsons Landing Harbour Authority. The most recent meeting of the Harbour Authority was held last week. It seems Phase 2 is now on hold due to unclear funding from the Provincial and Federal governments.

This is probably the sixth Gibsons Harbour Plan, according to a long-time resident who wishes to remain unnamed. The good news is that the City Council is very much in favour of not only a completed plan but a strategy as how to implement it. A push to complete it has come from another source – Chinese investors. According to Mayor Janyk, a group from Singapore and another from Taiwan were recently visiting Gibsons. "They were not here on vacation," Mayor Janyk said. Unless the city and the various groups involved in the harbour implement a plan, some large investor could come in and buy up large parts of the harbour. "In the process of gentrification and revitalization of an aging waterfront, we don't want to lose the uniqueness of the harbor, and we want to keep rental costs low enough to retain the small businesses," the mayor explained.



A Bit of Humor



The bad news is - I just dropped your new binoculars overboard. The worse news is - they didn't sink, they smashed.

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When you visit these businesses, please mention that you saw their ad in:

The Sea Coaster

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